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BEAUTY IN THE BARBETTE: THE WORKING OF A 12-INCH GUN BEING EXPLAINED TO FAIR VISITORS TO A BATTLE-SHIP DURING THE NAVAL DISPLAY IN THE THAMES.

Many ladies were amongst the visitors to the vessels taking part in the Naval display, and what they lacked in knowledge they made up for in enthusiasm. Nothing interested them more than the great guns, though probably few of them realised the terrible destruction that can be wrought by these giant engines of war.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.

SOUTH EASTERN & CHATHAM RAILWAY

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DESTINATION.	Days valid.	RETURN FARES.		
		1 CL.	2 CL.	3 CL.
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BOULOGNE	3	21/-	12/6	10/0
BRUSSELS (via Calais or Boulogne)	8	30/3	23/6	17/10
AMSTERDAM (via Flushing)	8	38/1	26/7	17/4
THE HAGUE (via Flushing)	8	37/1	25/6	—
CALAIS	3	22/10	22/5	—
NANCY (for the Exhibition)	14	31/6	26/6	20/6
OSTEND	8	28/9	20/3	13/8
LE TOUQUET (Paris Plage)	5	34/9	28/7	20/5

WEEK-END TICKETS AVAILABLE BY ANY TRAIN (Mail and Boat Expresses excepted) will be issued from LONDON and certain Suburban Stations to the undermentioned SEASIDE, &c., RESORTS on July 30th, 31st, and August 1st, available for return on August 1st, 2nd, 3rd and 4th.

DESTINATION.	RETURN FARES.			DESTINATION.	RETURN FARES.		
	1 CL.	2 CL.	3 CL.		1 CL.	2 CL.	3 CL.
ASHFORD	14/6	9/-	7/-	LITTLESTONE	16/6	12/-	9/-
BEXHILL	14/6	10/6	8/-	MARGATE	16/6	12/-	9/-
BIRCHINGTON	16/6	12/-	8/-	RAMSGATE	16/6	12/-	9/-
BROADSTAIRS	16/6	12/-	8/-	ST. LEONARDS	14/6	10/6	8/-
CANTERBURY	14/6	10/6	8/-	SANDGATE	17/6	12/6	9/-
DEAL	18/6	12/6	9/-	SANDWICH	18/6	12/6	9/-
DOVER	17/6	12/6	9/-	SHORNCLEIFFE	17/6	12/6	9/-
FOLKESTONE	17/6	12/6	9/-	TUN. WELLS	16/6	12/6	9/-
HASTINGS	14/6	10/6	8/-	WALMER	18/6	12/6	9/-
HERNE BAY	14/6	10/6	7/-	WESTGATE	16/6	12/6	9/-
HYTHE	17/6	12/6	9/-	WHITSTABLE TN	14/6	10/6	7/-

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For full particulars of the above Continental and Home Excursions, Alterations in Train Services, &c., see Special Holiday Programme and Bills.

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From	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Victoria	6 30	8 55	10 25	11 35	1 35	3 55	4 53	6 15	7 20
London Bridge	6 35	—	10 25	11 35	1 50	4 0	4 50	—	7 18

The last Train runs to Portsmouth Town only.

SATURDAY & MONDAY, JULY 24th and 26th, SPECIAL TRAINS FROM VICTORIA, for Pulborough, Midhurst, Arundel, Littlehampton, Bognor, Chichester, Havant, & to Portsmouth in connection with Steamers for the Isle of Wight.

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July 27th, 28th, 29th & 30th.		a.m.		a.m.		a.m.			
Victoria	From	6 30	8 40	8 55	9 55	12 15	12 25	12 25	12 25
Clapham Junction	8 40	—	—	12 15	12 25	12 25	12 25
Weymouth	8 40	—	—	12 15	12 25	12 25	12 25
Portsmouth	8 40	—	—	12 15	12 25	12 25	12 25
London Bridge	8 45	—	—	12 15	12 25	12 25	12 25

Particulars of Supt. of the Line, London Bridge Terminus.

PARIS, ROUEN & DIEPPE AUG. BANK HOLIDAY.—14-DAY EXCURSIONS, via NEWHAVEN, Thursday, Friday, Saturday & Sunday, July 24th, 26th and 31st, & Aug. 1st from Victoria, 9.45 & 10.0 a.m. (1 & 2 Class), & 8.45 p.m. (1, 2 & 3 Class), & London Bridge, 8.45 p.m. (1, 2 & 3 Class). Also by Special Afternoon Service on Saturday, July 31st, leaving Victoria, 3.0 p.m. Fares: Paris, 39s. 3d., 35s. 3d., 26s.; Rouen 35s. 3d., 27s. 3d., 23s. 8d.; Dieppe 32s., 25s., 20s. DIEPPE—FRIDAY TO WEDNESDAY.—Cheap Return Tickets from London Bridge & Victoria, Friday, Saturday, Sunday & Monday, July 30th to Aug. 2nd. Fares, by Day or Night Service (1 & 2 Class), 39s., 25s.; by Night Service only (3 Class) 16s. available for return up to Aug. 4th, 1st, and 2nd Class Tickets also issued by Special Afternoon Service leaving Victoria 3.0 p.m. Saturday, July 31st only.

Details of Continental Manager, L. B. & S. C. R., Victoria Station.

L. & S. W. R.

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New Forest .. 8/6	Budleigh .. 21/-	Plymouth .. 21/-	Wadebridge .. 24/-
Portsmouth .. 7/6	Salterton .. 15/6	Ilfracombe .. 20/6	Bodmin .. 24/-
Southampton .. 7/6	Exmouth .. 16/6	Lynton .. 20/6	Camelford .. 22/-
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AND DURING

AUGUST AND SEPTEMBER

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EUSTON

And other London Stations,

TO

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BIRMINGHAM, MANCHESTER,

LIVERPOOL, CARLISLE,

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&c., &c.

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HOST OF RED INDIANS.
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At 8.30. ADMIRAL PETERS.
MATINEE EVERY WEDNESDAY, at 2.30.

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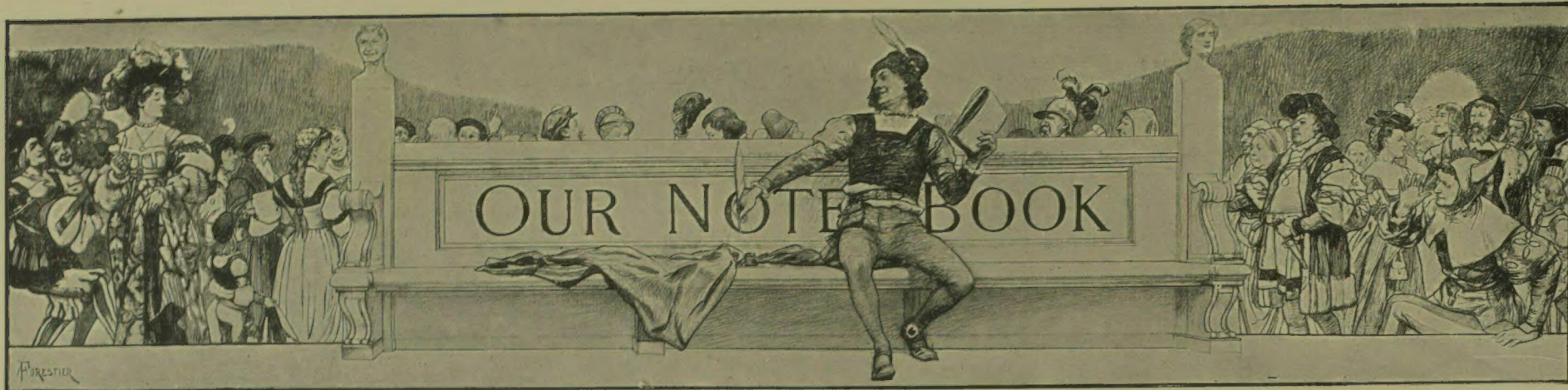
THE MARCH OF THE TWELVE HUNDRED BLUEJACKETS THROUGH THE CITY.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU.



MEN FROM THE "GREY GUARDS" OF BRITAIN: SAILORS FROM THE FLEET IN THE THAMES
PASSING THE MANSION HOUSE.

The City of London gave an official welcome on Wednesday to some twelve hundred of the men who man the "grey guards" of Britain that were brought to the Thames for the great display, and the Lord Mayor entertained them at the Guildhall. The sailors, who were under the command of Captain Beatty and forty officers, marched from Liverpool Street Station to the Guildhall by way of New Broad Street, Broad Street, Threadneedle Street, the Mansion House, Queen Victoria Street, Victoria Embankment, Norfolk Street, Strand, Fleet Street, Ludgate Hill, St. Paul's Churchyard, Cannon Street, Queen Street, and King Street. On the balcony of the Mansion House the Lord Mayor, the Lady Mayoress, the Sheriffs and others were gathered, and the Chief Magistrate took the salute.



By G. K. CHESTERTON.

THERE are three ways in which a statement, especially a disputable statement, can be placed before mankind. The first is to assert it by avowed authority; this is done by deities, the priests of deities, oracles, minor poets, parents and guardians, and men who have "a message to their age." The second way is to prove it by reason; this was done by the mediæval schoolmen, and by some of the early and comparatively forgotten men of science. It is now quite abandoned. The third method is this: when you have neither the courage to assert a thing nor the capacity to prove it, you allude to it in a light and airy style, as if somebody else had asserted and proved it already. Thus the first method is to say, "Pigs do fly in heaven; I have had a vision of heaven, and you have not." The second method is to say, "Come down to my little place in Essex, and I will show you pigs flying about like finches and building nests in the elms." Both these positions require a certain valour to sustain them, and are now, therefore, generally dropped. The third method, which is usually adopted, is to say, "Professor Gubbins belongs to the old school of scientific criticism, and cannot but strike us as limited in this age of wireless telegraphy and aerial swine"; or "Doubtless we should be as much surprised at the deeds of our descendants as would an Ancient Briton at a motor-car or a flying pig, or any such common sight of our streets." In short, this third method consists in referring to the very thing that is in dispute as if it were now beyond dispute. This is known as the Restrained or Gentlemanly method; it is used by company promoters, by professors of hair-dressing and the other progressive arts, and especially by journalists like myself.

There is one infamous use of the allusive method against which a protest must be made. It consists in gliding gracefully over a subject as if we all knew about it and it was very horrid; whereas, in fact, most of us know nothing about it, and the few who do know may be finding it very nice. Thus, if one wrote: "On the private life of the Mayor of Dulcam we will not dwell"; or, "Of the moral state of East Dudsey little need be said," these would be extreme examples of this wanton and baseless style of slander. But there are real cases almost as unreasonable; I came across one a few minutes ago.

In the *Review of Reviews* for this month there is a very angry account of the Church Pageant, of which I once wrote in this place. I do not know whether Mr. Stead wrote it himself; as I have a very warm regard for Mr. Stead, I hope not. The writer complains that the High Churchmen have represented the monasteries as popular with the poor and the agents of Thomas Cromwell as brutal. As the people who represent this are not the High Churchmen, but merely all the good historians of our time, the organisers of the Pageant are not likely to be much moved by the complaint. There was not one touch in the scene of convent pillage which could not be as clearly justified from a Whig and Protestant history like Green's as from Lingard or from Creighton. But it is not of this that I wish to speak; it is of a singular and sinister

example of what I have called the unfair allusive method. The writer says—

The first part of the Pageant that dealt with the earlier history of the Church was not open to any other criticism than that it was extremely dull. It was perhaps inevitable that Thomas à Becket should have been posed as a Saint—that is one of the pious fictions that must be accepted, even by those who know the manner of man he was.

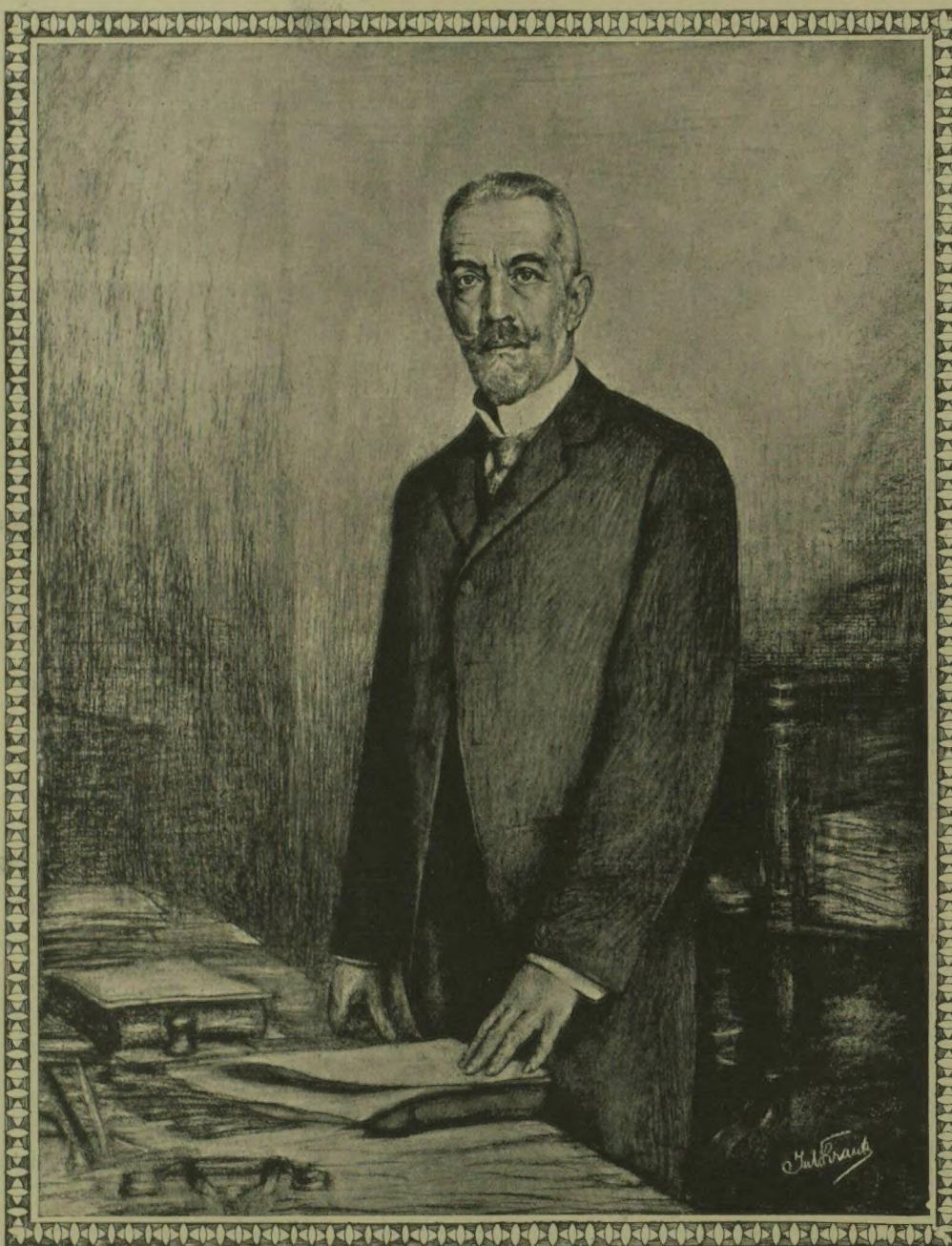
Now what would Mr. Stead think of me if I used that vague and lurid phrase about any of the Puritan heroes? Suppose I said, "John Bunyan is always

and widely beloved by them, continent and self-restrained in his bodily life, passionately sincere in his social and religious convictions, and courageous enough to confront death in defence of them. If these things together do not make up a good man, the words have no working meaning, and yet, by using the Allusive or Gentlemanly method, how smoothly and swiftly it can be suggested that his name covers the most monstrous iniquities! The truth is that we are very unfortunate in our popular history; because it is not only fixed and pedantic, but it is the pedantry of exploded partisanship.

An historical character stands before us not as he was, and not even as most people thought him, but as he appeared to some particular section of his friends or enemies that (through some historical accident) happened to say the last word about him. Thomas à Becket is a very strong instance. He was adored during his lifetime, and steadily for four hundred years afterwards, by the great populace of England. He was then denied and desecrated by one particular despot, for the quite clearly expressed reason that he had resisted despotism. The good Radical in the *Review of Reviews* is not expressing a Radical view of Becket, or even a modern view of Becket. He is simply expressing King Henry the Eighth's view of Becket, the violently monarchical view imposed by a Prince who wished to make the monarchy absolute master of souls as well as bodies. This autocratic condemnation of the saint happened to be the last public thing said or done about him; and therefore the innocent Radical on the *Review of Reviews* swallows it down like so much milk.

One sees everywhere the same repetition of old watchwords which mean nothing to those who repeat them. In the same article the writer says: "Only once in its later history did the Church of England stand for liberty, and the scene representing the Trial of the Seven Bishops was one of the most spirited in the Pageant." Now, if one said that the Seven Bishops stood for the British Constitution or for Parliamentary Government that would be reasonable enough; but it is stretching a word very far to say that they stood for liberty. But I have a dark and mystical, but most deep-rooted conviction which I must only whisper in your ear; I have a rooted belief that the man in the *Review of Reviews* had quite forgotten what the Seven Bishops did stand for. Now let us suppose the affair of the Seven Bishops repeated exactly with other actors; it would be something like this. All Congregationalists as such are under penal laws; any Congregationalist minister in England can be hanged,

drawn, and quartered. King Edward VII. becomes Congregationalist and asks the Anglican Bishops to read out a paper, of doubtful Constitutional force, offering to free Congregationalists from dungeon and gibbet, to give them civil rights, and to give the same to Unitarians and Ethical Societies, which are also under a ban. The Bishops, who are all practically despots, passionately profess that they will obey the King in anything political, but that their religion commands them to go on persecuting Congregationalists and forbids them to propose toleration. Perhaps the King might be violating the Constitution and the Bishops accidentally defending it; but would not "liberty" be a rather strange word for what the Bishops were defending?



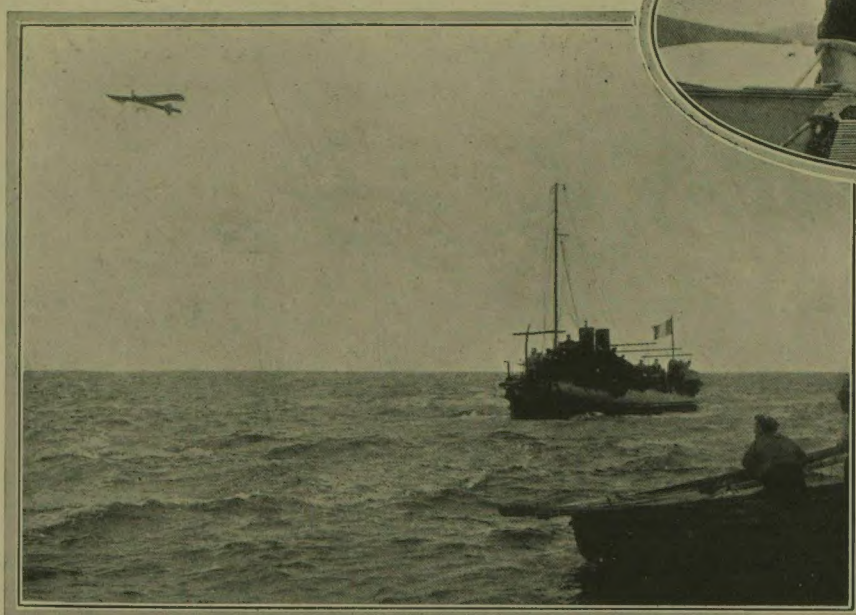
SUCCESSOR TO PRINCE BÜLOW: DR. VON BETHMANN-HOLLWEG.
NEW CHANCELLOR OF THE GERMAN EMPIRE.

The new German Chancellor, Dr. von Bethmann-Hollweg, is almost a novice in the tortuous ways of international diplomacy and high politics. He has risen step by step in the Civil Service without hitherto distinguishing himself by any display of brilliancy, but showing a thorough knowledge of the ordinary routine of political administration. He is, however, thoroughly "in tune" with the mind of his master, the Kaiser, for they were "chums" together in their student days, and they have been lifelong friends ever since. The new Chancellor also had the confidence of Prince Bülow, with whom he was very intimate, who frequently entrusted critical parliamentary and political situations to his care.

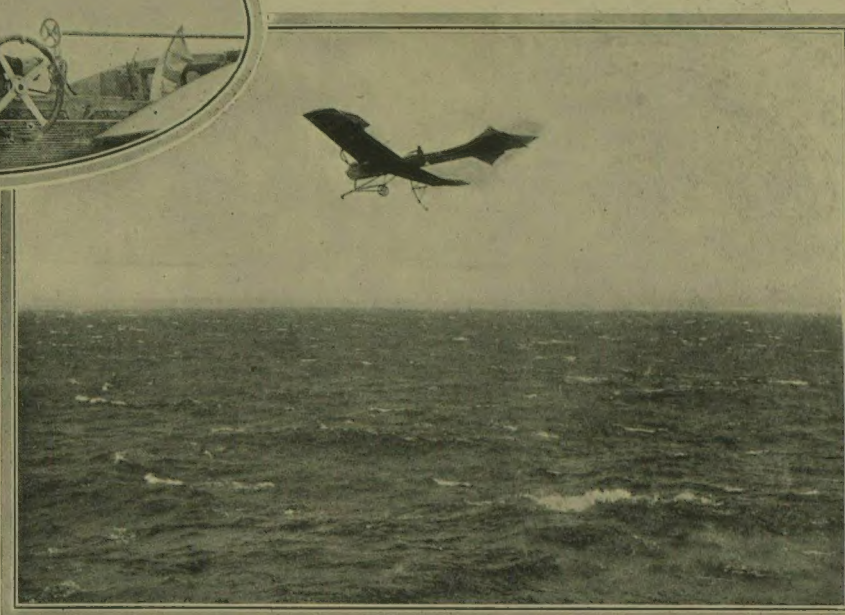
paraded as a pious and moral figure; and we must keep quiet even when we know the truth about his moral character." And when I had sown this *suggestio falsi* broadcast among ill-informed people, suppose it turned out that I meant no more than that Bunyan was excitable. Now nobody can possibly say anything worse of St. Thomas of Canterbury than that he was excitable and politically troublesome. Many of us think that he was troublesome largely because he was right; but that is a fair matter for dispute. But all of us think—it is a matter quite beyond dispute—that there was nothing in Becket's character that prevented him from being a good man and a saint. It is not denied, it cannot be denied, that he was charitable to the poor

THE FLIGHT THAT WAS THE ATTEMPT TO FLY ACROSS

A SPLENDID FAILURE: THE CHANNEL BY MONOPLANE.



THE
FIRST
MAN TO
ATTEMPT
TO FLY
ACROSS
THE
CHANNEL:
MR.
HUBERT
LATHAM
ABOUT
TO START
HIS
FLIGHT.

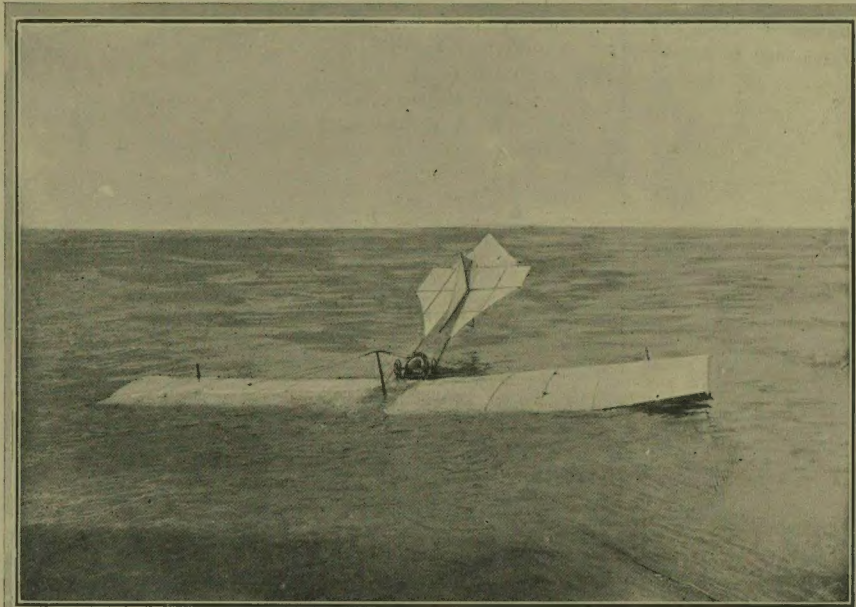


PILOTED BY THE TORPEDO-BOAT-DESTROYER "HARPON": MR. LATHAM HEADING TOWARDS DOVER ON HIS MONOPLANE.

The French Government's interest in Mr. Hubert Latham's attempt to fly across the Channel took concrete form in the orders given to the torpedo-boat-destroyer "Harpon," whose duty it was to pilot the daring aviator, and to be at hand in case of mishap. As it so happened, the vessel served most useful purpose, for within five minutes of his fall into the sea Mr. Latham was aboard one of her boats.

FLYING LOW ABOVE THE WATERS OF THE CHANNEL: MR. LATHAM ON HIS WAY TOWARDS THE ENGLISH COAST.

According to the aviator's own account of his attempt, in the "Mail," he was six hundred feet above the level of the sea when he passed over the edge of the cliffs at Sangatte. Later, he reached a height of about a thousand feet from the water. It was at that moment that his engine stopped, and he glided downwards, to strike the Channel at a speed of some forty-five miles an hour.



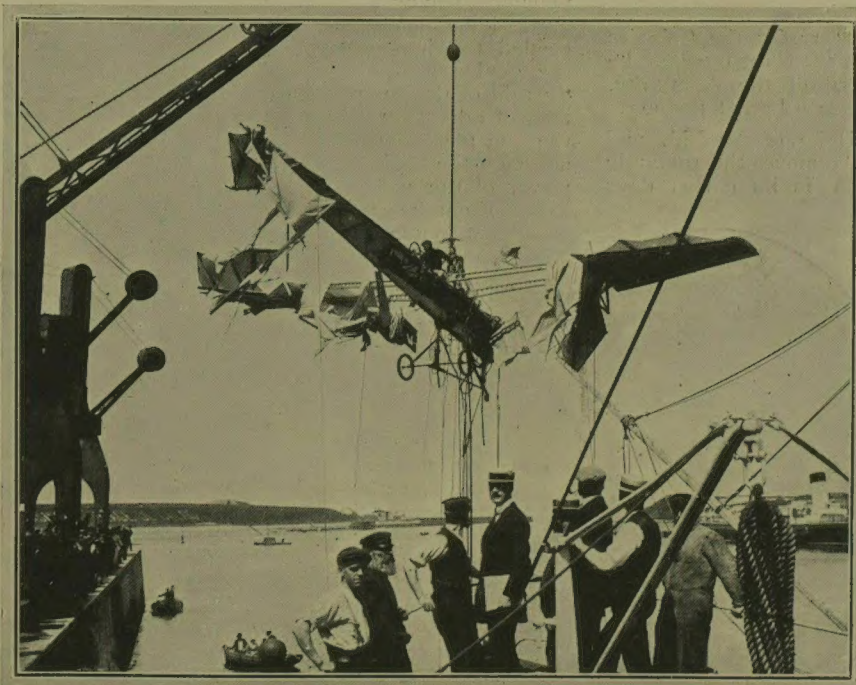
AFTER THE AVIATOR'S FALL INTO THE CHANNEL: THE MONOPLANE FLOATING ALMOST FLAT, "LIKE A CORK."

Fortunately for its pilot, the aeroplane did not sink on striking the water, as some predicted it would do, but settled quietly on the surface and floated, supported by its wings and tail. As may be seen, Mr. Latham's seat was out of the water, and the aviator himself suffered no more than a slight splashing. Indeed, when he was picked up by the destroyer, Mr. Latham was calmly smoking a cigarette.



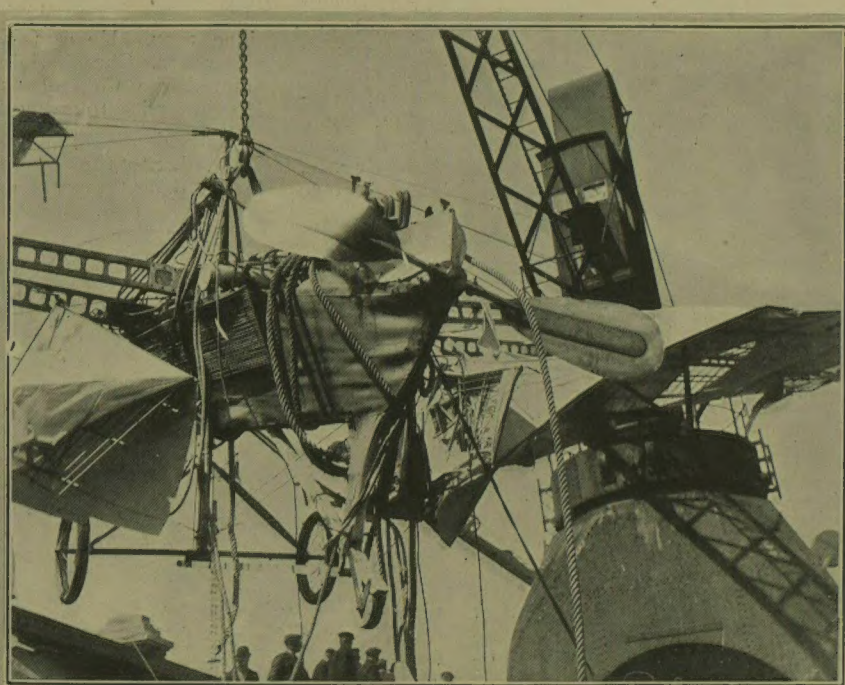
SALVING THE MONOPLANE: PREPARING TO HAUL THE FLYING-MACHINE TO THE SIDE OF THE "HARPON."

As we have noted, the "Harpon" reached the monoplane within five minutes of its fall into the sea. Mr. Latham himself fastened ropes round his machine, which was promptly towed to the side of the destroyer. Half-an-hour later, the steam-tug "Calaisien," which had been fitted with a special crane for the purpose, hoisted the "wreck" on deck, that she might take it to Calais, in sadly battered state.



A WRECKED HOPE: LANDING THE DAMAGED MONOPLANE AT CALAIS AFTER THE FLIGHT THAT BEGAN SO WELL.

The actual fall into the water caused little damage to the monoplane, which glided downwards in "one clean, straight slope." The chief injuries were sustained during the time it lay against the side of the "Harpon," beaten against the vessel by the swell. Others could not be avoided when it was being hauled aboard the "Calaisien," although the greatest care was taken.



THE END OF A THING OF BEAUTY: THE WRECK OF THE MONOPLANE BEING LANDED AT CALAIS.

Mr. Latham has decided that the monoplane he used the other day is so much damaged that it will not fly again. Therefore, when he makes his next attempt it will be on another machine of the same class, the "Antoinette VII." This has the same engine capacity as the wrecked aeroplane, but a larger sustaining surface. It is anticipated that it will be ready within a few days' time.



THE LATE M. BLOT,

The famous French Detective, who was Murdered whilst Proceeding to Arrest a Burglar.

Personal Notes.

M. Blot, the Deputy-Chief of the Criminal Detective Department of Paris, who was brutally murdered whilst proceeding to arrest a man in connection with some extensive church and museum burglaries, had held his position since 1904, and was immensely popular in the Paris Police Force. As a young man he was one of the best pupils at the Lycée Saint Louis, and he afterwards distinguished himself greatly in legal examinations. He was forty-six years of age. His funeral took place at Notre Dame on Tuesday, at the expense of the Municipality.



Photo. Royal.

FRAU VON BETHMANN-HOLLWEG, The Wife of the New German Chancellor.

has been Director of Naval Ordnance and Torpedoes since 1907. He is one of the few Naval officers who have seen active service, for he was Chief of the Intelligence Department during the Benin Expedition, and gained a D.S.O. and mention in despatches. He also holds a silver medal from the Italian Government for saving lives at the wreck of the *Utopia*, in 1891. He was the first Captain of the *Dreadnought*, and started the submarine service in the Royal Navy.



Photo. Russell.

CAPTAIN R. H. S. BACON, Promoted to Admiral's Rank.

without the royal consent. As a child she repeatedly expressed a desire to be taught some profession by which, had she occupied a lower sphere, she might have supported herself, and made efforts to study art to an extent that was deemed quite unnecessary by her tutors and governesses.

Prince Alfonso of Orleans, the twenty-two-year-old cousin of King Alfonso of Spain, has got himself into trouble by his marriage with the pretty Princess Beatrice of Saxe-Coburg-Gotha, a niece of King Edward, with whom he fell in love whilst still a student at the Military Academy. He has now been deprived of his rank, stripped of his decorations, and ordered to stand his trial before a military court. Meanwhile he has gone for a honeymoon tour to the South.

The sympathy of everyone will go out to Lieutenant Brodie, the plucky and resourceful commander of the ill-

fated submarine *CII*, on the loss of his vessel, and they will rejoice to think that our Naval officers are still built of the same lion-hearted stock as in the days gone by.

The Earl of Selborne has been appointed a Knight of the Garter, in place of the late Marquess of Ripon. He is one of the keenest advocates of South African Federation, and is just now extremely busy in connection with the visit of the delegates to the Conference which is being held this week to discuss the future United States of South Africa. He has been High Commissioner for South Africa since 1905, and Governor of the Transvaal

whole of Europe. But that was long ago. Since 1876 Don Carlos has been an exile and a wanderer.

He has resided in England, in Paris, in Brussels, in Austria, and in Italy. He was well known at Venice, where his gondola, with a favourite bulldog sitting in the prow, was a frequent sight on the Grand Canal. He at one time lived in Brighton and in London, and a memento of this is found in the name Carlos Place, Grosvenor Square. His son, Don Jaime, who was educated for the army in Austria and in this country, and who afterwards became a Colonel of Dragoons in the Russian Army, has recently renounced his claims to the throne of Spain.

Miss Rosa Nouchette Carey, the well-known novelist, whose death is announced, was a most prolific writer, nearly forty pleasing works of fiction standing to her credit, including "Wee Wifie," "Not Like other Girls," "Uncle Max," "Only the Governess," "My Lady Frivol," "The Angel of Forgiveness," etc. She commenced writing novels so long ago as 1868, and she enjoyed popularity almost from the moment her pen first touched paper to produce fiction—a record many a greater author might envy. She lived very quietly in a charming house in East Putney.



Photo. Stocks.

THE LATE ROSA NOUCHETTE CAREY, The Well-Known Novelist.

A Naval Tonic.

"Stupendous!"—"Colossal!"—words fail to describe the effect which has been produced by the Naval Pageant in the Thames. As an international object-lesson, as a national education, and as a popular spectacle it must have far exceeded the hopes of the genius who first thought of this happy idea of advertising to the people of the streets the Naval power of the nation.

From the earliest hours of the morning huge crowds have thronged the Embankments to gaze with awe upon the grey and almost gruesome outlines of the submarines which, with the less mysterious torpedo-boats, have crept right up the Thames to our very doorsteps, whilst excursionists in their tens of thousands have made the pilgrimage to Southend and the Nore to view the majestic outlines of the *Dreadnought* and her sister-vessels. The effect of such a display upon the popular mind is invaluable. It will do much to lessen the over-pessimistic attitude in matters patriotic which has lately been characteristic of far too many.

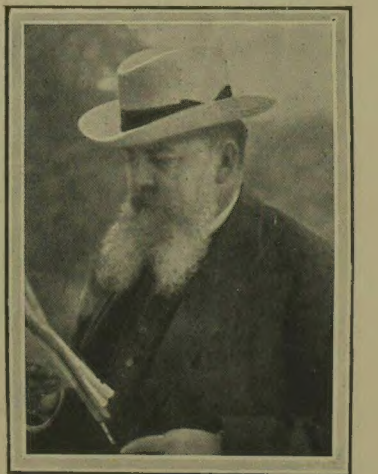


Photo. Topical.

THE LATE DON CARLOS, Pretender to the Throne of Spain.



Photo. Exclusive.

PRINCESS BEATRICE OF SAXE-COBURG-GOTHA,

Married, against the wishes of the King of Spain, to Prince Alfonso of Orleans.



Photo. P.P.A.

PRINCE ALFONSO OF ORLEANS, COUSIN OF KING ALFONSO,

Who has been Degraded because he Married Princess Beatrice of Saxe-Coburg-Gotha.

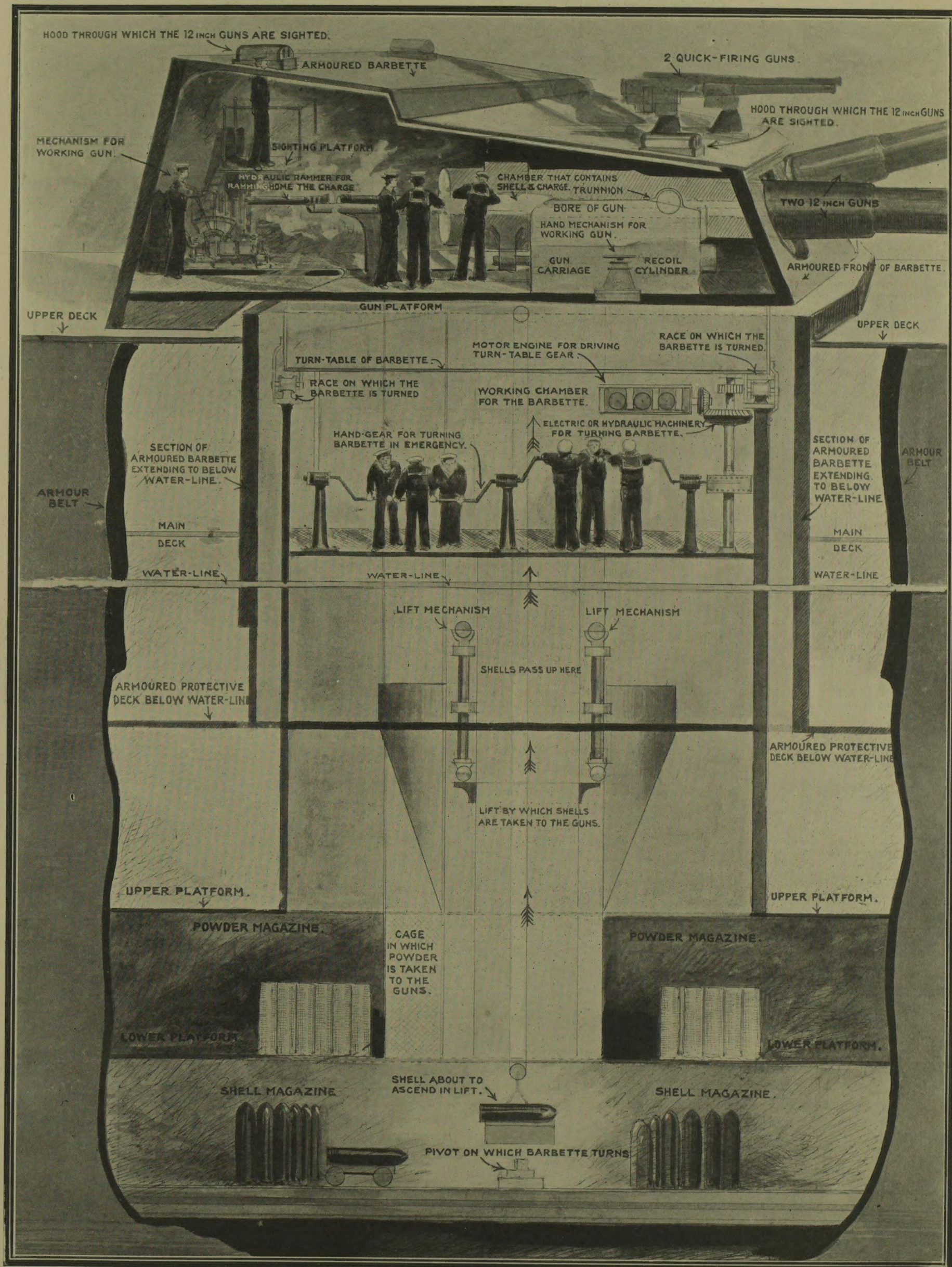
not only upset the peace of Spain, but on more than one occasion threatened to set at loggerheads the

The Persian Comedy. The Persian situation would be laughable were it not tinged with some slight fears of European complications. Anything more Gilbertian than the present position could scarcely be conceived. The Nationalists, aided by the Bakhtiari, had no sooner won their way, after some keen, if scattered, fighting,

[Continued overleaf.]

THE HANDLING OF THE DEATH-DEALERS: INSIDE THE 12-IN. GUNS' BARBETTE.

DRAWN BY CHARLES J. DE LACY.



THE NAVY'S GREATEST ENGINES OF DESTRUCTION: THE WORKING OF 12-IN. GUNS SHOWN IN DETAIL.

We publish this Illustration that our readers may gain some idea of the general working of 12-in. guns, those most powerful of naval weapons. Details as to the range of these and other guns appear on another page in this Number. With regard to this drawing, we are indebted for certain information to the excellent special naval number of "Engineering Wonders of the World," published by Messrs. Thomas Nelson and Sons.



Photo, Ray, & Co.

A FLYING-MACHINE ON WHICH THE CHANNEL MAY BE CROSSED: M. BLÉRIOT AND HIS MONOPLANE.

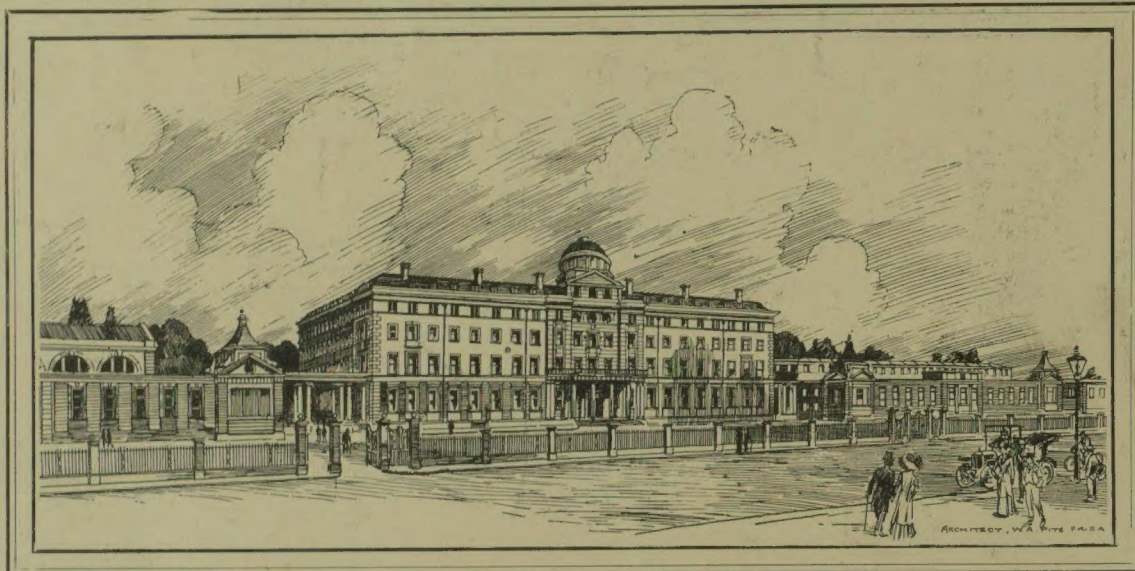
Immediately after Mr. Latham's failure to fly across the Channel, M. Blériot announced his intention of making an attempt. On Monday last, indeed, he said that he would try the cross-Channel flight on the following Thursday or Friday. It will be remembered that he flew twenty-five miles over open country last week. M. Blériot is shown standing on the right hand of his machine.

into the heart of Teheran, where Colonel Liakhoff and the Shah's Cossack bodyguard had entrenched themselves in the Central Square, than they turned round and blandly invited the Colonel and his merry men to police the newly conquered city for them, "as the Constitutional authority has need of well-organised troops." And, as the acme of politeness, they were thoughtful enough to guarantee "the usual pay"! No wonder that the *Daily Telegraph* correspondent describes the conduct of the revolutionaries as "absolutely correct."

Parliament. Personal incidents have enlivened the proceedings of the House of Commons. Earl Winterton, in the heat of a late sitting, charged Mr. Will Thorne with not being in a fit state to take part in the debates. Mr. Thorne retorted by calling the Earl a liar, and for the use of this expression he was obliged to withdraw. The imputation on his character, however, being unfounded, the House, two days later, expunged the record of his withdrawal. Lord Winterton apologised and acknowledged that he had been mistaken, and Mr. Thorne retracted the word "liar." Thus good feeling was restored, but late sittings during a keen, protracted struggle are usually dangerous, and the good resolutions of parties to keep their temper may be broken any night that the Finance Bill is before the House. In the warm weather, discussions on revision duty did not hold so large an audience as followed the controversies on increment, and although every point was closely debated by the Unionists, progress has become much more rapid.

The Coal War. On Monday the result of the miners' ballot will be known, and should the decision be in favour of a national strike, a month's

grace will be given before the 600,000 men of the Miners' Federation come out from the pits. Already the disturbances which have taken place, and the fear of more to come, have caused the price of coal to rise a shilling per ton. In Staffordshire the rioting has been more severe than any we have had in this country for years, and large forces of extra police had to be drafted into the county to keep order. Many policemen were severely maltreated.



AS IT WILL APPEAR WHEN COMPLETED: THE NEW KING'S COLLEGE HOSPITAL AT DENMARK HILL, THE FOUNDATION-STONE OF WHICH WAS LAID BY THE KING ON TUESDAY LAST (JULY 20).

The King laid the foundation-stone of the new King's College Hospital at Denmark Hill on Tuesday last. The Queen and Princess Victoria accompanied his Majesty. After he had replied to the address read by the Hon. W. F. D. Smith, and the Bishop of Southwark had offered up prayer, the King accepted a silver trowel from Mr. W. A. Pite, architect of the buildings, and placed mortar on the under-stone. The upper stone was then lowered into position, and the King, striking it thrice with an ebony mallet, said: "In the name of the Father, of the Son, and of the Holy Ghost, I declare this stone well and truly laid."

REPRODUCED FROM THE "DAILY TELEGRAPH" BY COURTESY OF THAT PAPER.

Just now, however, until the decision of the ballot is known, things have assumed a quieter aspect.

The Alcohol Congress. The twelfth International Congress on Alcoholism, which has been held this week at Kensington, was the first of its kind to meet in London since they were

inaugurated in 1885. The Duke of Connaught is the Honorary President, but the meetings were presided over by Lord Weardale. Amongst the important subjects discussed during the week have been the influence of alcoholism on children, preventive measures which should be used for alcoholism, the abuse of alcohol, and the influence of alcoholism on the aborigines of native states. An exhibition was simultaneously held at the Imperial Institute, illustrating all the phases of the Temperance question, and on Monday evening Mr. Lewis Harcourt, on behalf of the Government, gave a reception to the delegates, who have come from places so far apart, amongst others, as Norway and Hong-Kong.

Our Supplement. Society, like the universe, is never still. In our Supplement will be found pictures depicting three very different phases in the ever-changing whirlpool of the great world in the present day. The Russian dancers who conquered all London from their first appearance, drawing all Society night after night to watch and copy their graceful poses, are seen in a characteristic movement. On another page will be found an illustration of a seamier phase of fashion. At a race-meeting in Paris the spies of the small and less scrupulous dressmakers are seen walking about with half-concealed notebooks, in which they jot down the particulars which shall render it possible to turn out cheap reproductions of the models which most strike the public eye. It is a suicidal policy, for by so doing they kill the fashion that they would create. Again the scene changes, and we find all the aristocracy of the ancient city of Bath decked out in the robes of their ancestors, in order to take their share in the great historical pageant which is now taking place in the "Marienbad" of King Bladud.



Photo, Beach.

A PICTURESQUE PART OF THE DRILL-DISPLAY.

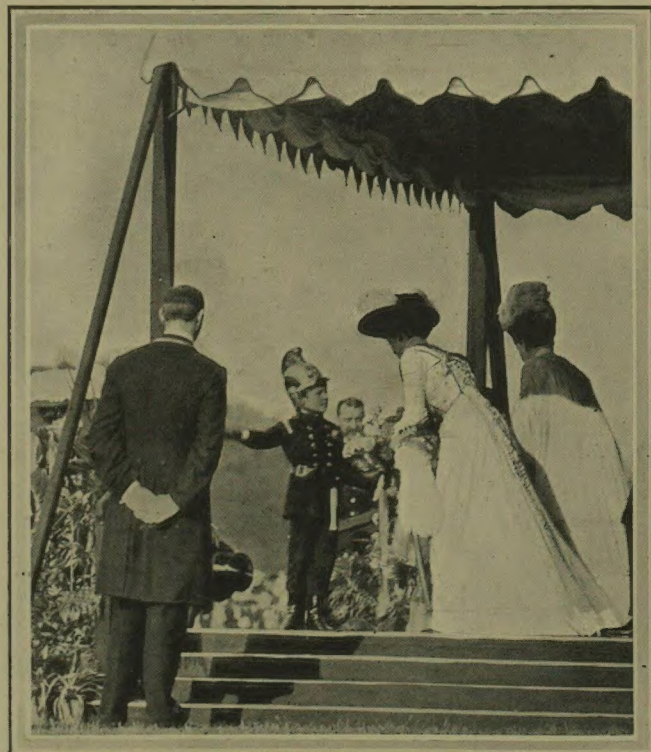
ROYAL RECOGNITION OF THE FIRE-FIGHTERS OF LONDON: THE KING INSPECTING THE LONDON FIRE BRIGADE BEFORE KNIGHTSBRIDGE BARRACKS. The King inspected the London Fire Brigade in Hyde Park on Monday last, watched a drill-display, handed certificates and medals to the officers and men entitled to them, and addressed those present. During the proceedings, little Miss Doreen Hamilton, daughter of Captain Hamilton, the retiring Chief Officer of the Brigade, presented a bouquet to the Queen, while her brother, in the uniform of a Fire Brigade officer, handed another to Princess Victoria.



Photo, Hamiltons.

ALREADY ATTENDED BY LADIES-IN-WAITING AND AN A.D.C.: THE KING OF SPAIN'S INFANT DAUGHTER TAKING THE AIR.

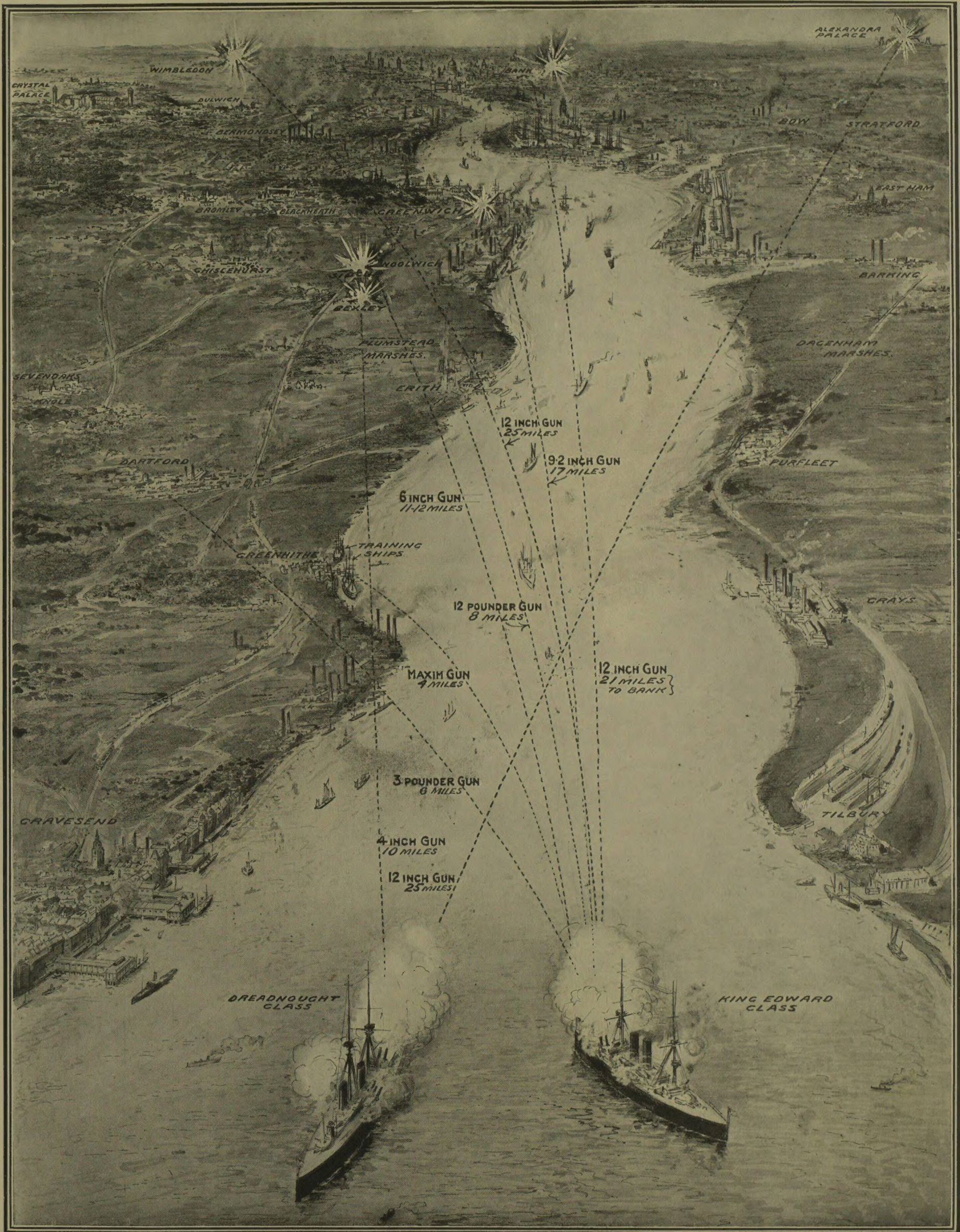
The photograph shows the infant Princess Beatrice, only daughter of the King and Queen of Spain, in the arms of her English nurse. It will be seen that a certain amount of the pomp and circumstance of Court is already hers, for she is accompanied by ladies-in-waiting and a military aide-de-camp, presumably to her satisfaction.



Photo, Illustrations Bureau.

MASTER HAMILTON PRESENTING A BOUQUET TO PRINCESS VICTORIA.

FIRING FROM THAMES' MOUTH TO THE EDGE OF GREATER LONDON: A RANGE OF TWENTY-FIVE MILES.



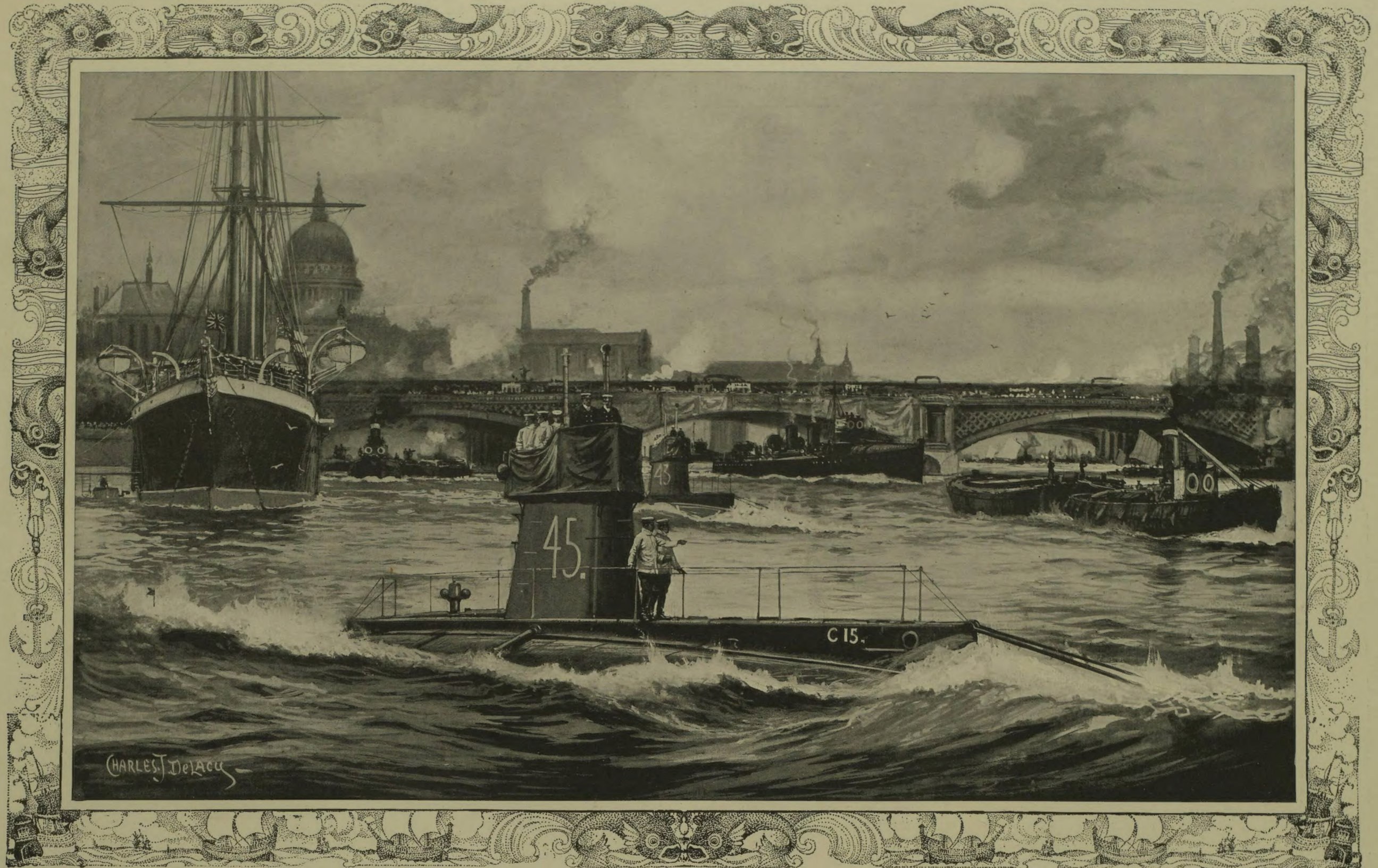
IF DE RUYTER'S VESSELS HAD HAD THE GUNS OF TO-DAY: THE RANGE OF THE GUNS OF THE "DREADNOUGHT" CLASS AND THE "KING EDWARD VII." CLASS.

The tremendous range of the heavy guns of the Fleet is shown at a glance here. The locality from which the attack is being delivered has a significance of its own also. It is the furthest point to which an enemy's fleet has ever come up the river: where the Dutch fleet stopped and turned back when Admiral de Ruyter made his attack in Charles the Second's reign. The enemy turned and raided the Medway, with the disastrous results history records. The 12-in. 50-ton guns of the "Dreadnought" are of a newer type than those of the "King Edward VII." and are thus somewhat more powerful. They have an "estimated extreme range," as it is termed, of twenty-five miles, but for practical purposes fifteen miles is the limit up to which they are sighted. Firing at the extreme possible range, as our illustration shows, all London would be at their mercy to the furthest suburbs of the metropolis.

DRAWN BY W. B. ROBINSON.

OLD AND NEW: THE SHARK AND THE "BUZZARD."

DRAWN BY OUR SPECIAL ARTIST, CHARLES I. DE LACY.



THE FORBIDDEN VESSEL: A SUBMARINE PASSING THE NAVAL VOLUNTEERS' TRAINING-SHIP WHILE ON HER WAY TO WESTMINSTER.

The submarines are the only vessels of the fleet in the Thames that are forbidden ground: their secrets must be closely guarded. For all that, the man in the street has been fascinated by the shark-like craft during the naval display, and his fascination has not been lessened by the knowledge of the dangers that are incurred in running them.

SUNSET AT SEA: FLAGS THAT FLOAT BY DAY, BUT NOT BY NIGHT.

DRAWN BY OUR SPECIAL ARTIST, NORMAN WILKINSON.



A NAVAL CEREMONY THAT TAKES PLACE AT SUNSET EVERY DAY: HAULING DOWN THE FLAG.

The hauling down of the flag—the ensign, the ship's "colours" proper—on board a ship-of-war at sunset every evening is a simple formality, as compared with the ceremonial that each morning attends its hoisting, with the band playing the National Anthem, and all turning aft and saluting. In a fleet, at the moment that the sun sets, every white ensign all along

the lines drops and disappears, to remain stowed away until 8 a.m. next morning. The long pennant at the masthead, on the other hand, the captain's personal symbol of command, and the well-known sign that a ship is "in commission," is never struck by night or day in ordinary circumstances. The same is the case with the Admiral's flags, which are also left flying all night.

BRITAIN'S WAR-VESSELS IN LONDON'S RIVER: THE FLEET IN THE THAMES.



SPECIAL interest has been evinced by Londoners in the fleet of torpedo-boats and submarines which made their way up the Thames as far as the Houses of Parliament. From all parts of London the people came to throng the Embankment and the bridges, getting their fill of naval pageantry and might during odd half-hours hastily scooped from business or in the cool of the evening when the day's work was done. At some parts of the day it was almost impossible to make one's way through the throng of eager sightseers, and this despite the fact that there were nearly a thousand extra police on duty. But they were a well-behaved, merry, patriotic crowd, and they stood in hundreds opposite the spots where the ships were moored waiting patiently to get a glimpse at the novel craft. In the submarines especially a more than ordinary interest was taken, and huge



crowds stood and gazed with awe at the terrible little engines of war in which men meet death so suddenly and, as was shown only last week, with such resourcefulness and pluck. The railway companies, the trams, the omnibus companies, and the "tubes" could not cope with the constant stream of passengers for the Thames. Even restaurants proclaimed a famine, and the coppers speedily "sold out" their wares to the great throng of Londoners who have flocked to the river bank to pay their tribute to the guardians of the Empire. As a spectacle, an object-lesson, an education to the town-tied Londoner, it was superb. Better even, in their own way, than the great monsters of war anchored off the mouth of the river were the little silent, half-hidden grey craft which crept up to the very doors of the people of the streets.



1. UNDER THE SHADOW OF ST. PAUL'S: TORPEDO-BOATS AND SUBMARINES OFF TEMPLE PIER. 2. THE MISTRESS OF THE SEAS AND THE MOTHER OF PARLIAMENTS: SUBMARINES OFF THE HOUSES OF PARLIAMENT.

3. OF THE UNDERWATER NAVY: A SUBMARINE PASSING UNDER LONDON BRIDGE. 4. A SISTER OF THE ILL-FATED "C 11": A SUBMARINE NEAR LONDON BRIDGE.

London has seized with avidity the opportunity given it of seeing at close quarters the most powerful navy that has ever been in the Thames, and a part of the greatest fighting force in the world; and has been able to satisfy itself that "Ere y' are, the Fleet! All made ter wind up," is nothing more than a hawker's cry.

THE NAVY IN THE MIDST OF THE COMMERCE IT GUARDS.



ON HER WAY FROM THE HIGH SEAS TO WESTMINSTER: A SUBMARINE AT THE TOWER BRIDGE.



A HORNET OF THE SEA IN AN UNUSUAL "NEST": A TORPEDO-BOAT AT THE TOWER BRIDGE.

There is little doubt that the Londoner has been paying greater attention to the torpedo-boats and the submarines during the display in the Thames than to any other vessels of the Fleet, for the simple reason that these two types of vessel were allotted stations in the very heart of the City. Four submarines, for instance, had stations off the Houses of Parliament; and two others were seen off the Temple Pier. Of the torpedo-boats, two were stationed opposite Somerset House, and four by Westminster Bridge. Four others and the "Hazard" had place between the Tower Bridge and London Bridge.

MAN THE DESTROYER, AND NATURE THE DESTROYER.



TO CHARGE AT FULL SPEED, AND WITH A CREW ABOARD, AGAINST A WIRE ENTANGLEMENT: H.M. DESTROYER "FERRET."

Some time in August, a remarkable experiment is to be carried out at Portsmouth. It is designed to test the value of the heavy spiked boom which is intended to protect harbours from submarines. Obviously, to run a submarine against such an obstruction to see what would happen would be far too dangerous; therefore, the boom is to be tested by the "Ferret," which, with a volunteer crew on board, is to dash full speed against it. Just before the vessel reaches the boom her engines will be stopped and the whole of the crew will come on deck, so that they can jump into the water at a moment's notice. It is thought that the destroyer will cut through the boom.—[PHOTOGRAPHS BY CRIBB AND SILK]



DESIGNED TO PROTECT HARBOURS FROM SUBMARINES: THE SPIKED BOOM THAT IS TO BE CHARGED BY THE "FERRET."



Photo, Beasley.

TESTING A TORPEDO AGAINST A SECTION OF AN AMERICAN BATTLE-SHIP: THE ARMoured FLOATING TARGET BEFORE BEING STRUCK BY THE TORPEDO.

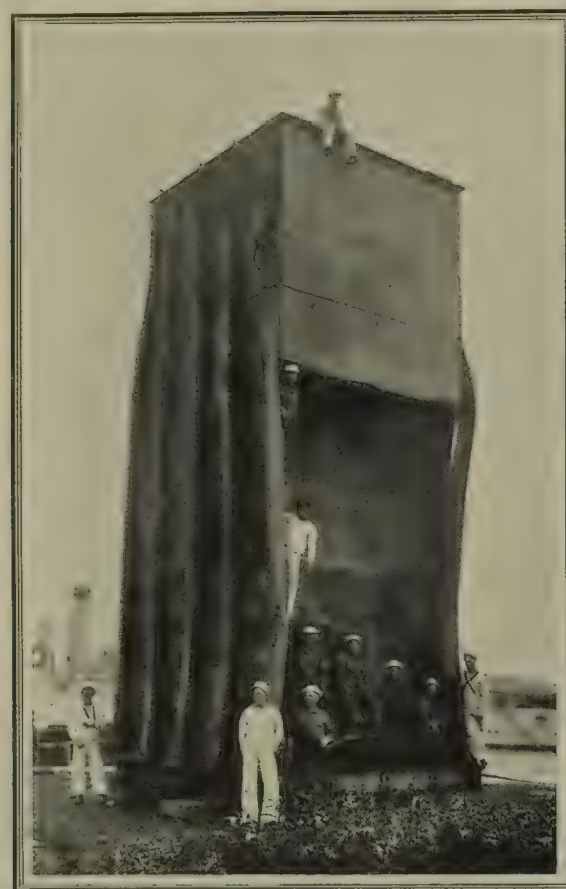
This photograph shows the target, which represented a section of a modern United States battle-ship, in the New York Navy Yard, immediately before it was sent to Sandy Hook Proving Grounds for the torpedo attack.



Photo, Beasley.

A PROJECTILE THAT WEIGHS 2400 LB., AND CAN BE HURLED TWENTY MILES.

The photograph shows the projectile of a 16-in. American gun. It is fired by means of 400 lb. of powder. The shell and the powder-charge together cost over £200. This is of particular interest by comparison with our full-page picture showing the range of the 12-in. gun of the British Navy, which has an "extreme range" of twenty-five miles, but is only sighted for fifteen miles for practical purposes. The "Dreadnought" guns weigh 50 tons.



Photo, Beasley.

TESTING A TORPEDO AGAINST A SECTION OF AN AMERICAN BATTLE-SHIP: THE ARMoured FLOATING TARGET AFTER BEING STRUCK BY THE TORPEDO.

The great hole caused by the explosion of the war-head of the torpedo sent the target to the bottom, and there seems no doubt that any war-vessel hit in similar fashion would have sunk or have been seriously crippled.



THE QUICK: THE SUBMARINE "C 11" BEFORE THE COLLISION THAT CAUSED HER TO SINK, WITH A LOSS OF THIRTEEN LIVES.

The "C 11" was sunk in a collision with a trading steamer while on her way to the Thames, there to take part in the naval display. At the same time "C 17" was damaged. The lost vessel had a length of 135 ft., and a maximum trial speed of 13 knots. Her tonnage was 313. The superstitious will note that 13 appeared three times at least in the figures that concerned her.

PHOTOGRAPHS BY CRIBB AND ILLUSTRATIONS BUREAU.



THE DEAD: TORPEDO-BOAT "99" AND THE BUOY MARKING THE SITE OF THE WRECK OF THE SUBMARINE "C 11."

SAVING "WIRELESS": MAKING IT POSSIBLE TO RING UP THE "DREADNOUGHT."

DRAWN BY OUR SPECIAL ARTIST, CECIL KING.



LINKING UP THE ADMIRAL'S FLAG-SHIP AND THE LAND: LAYING A TELEPHONE LINE FROM THE "DREADNOUGHT" TO SOUTHEND PIER.

Writing of this drawing our Artist says: "Immediately on the Fleet's arrival, communication was established with the shore by means of semaphore and flag from the flag-ship to Southend Pier. Later in the afternoon a steam-cutter with a drum of telephone-wire laid a submarine line from the pier to the 'Dreadnought.' I was informed that the shore end was connected with the ordinary telephone service by means of a temporary post-office and exchange on the pier, and that by this means the high-voltage electricity required for using the 'wireless' was saved."

AIR - SHIPS AND WATER - SHIPS.



Photo, Topical.

SPEED IN THE AIR AND ON THE LAND: M. BLÉRIOT FLYING OVER THE BORDEAUX EXPRESS.

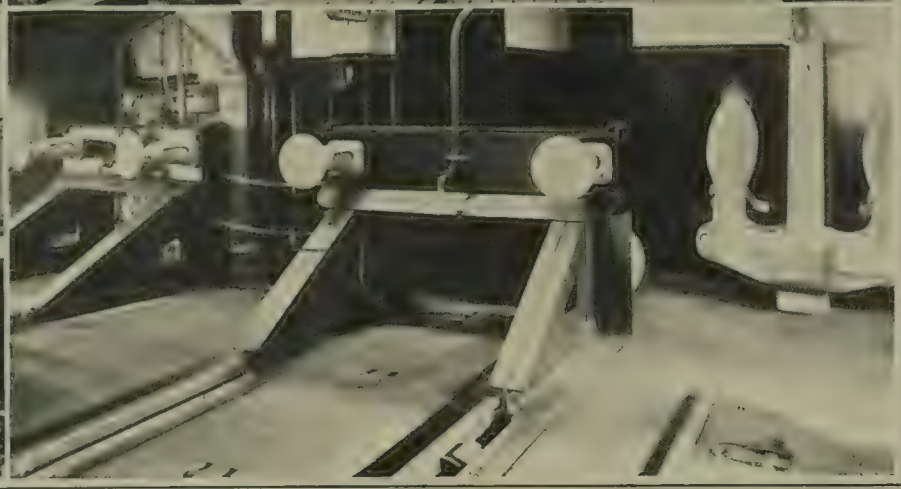
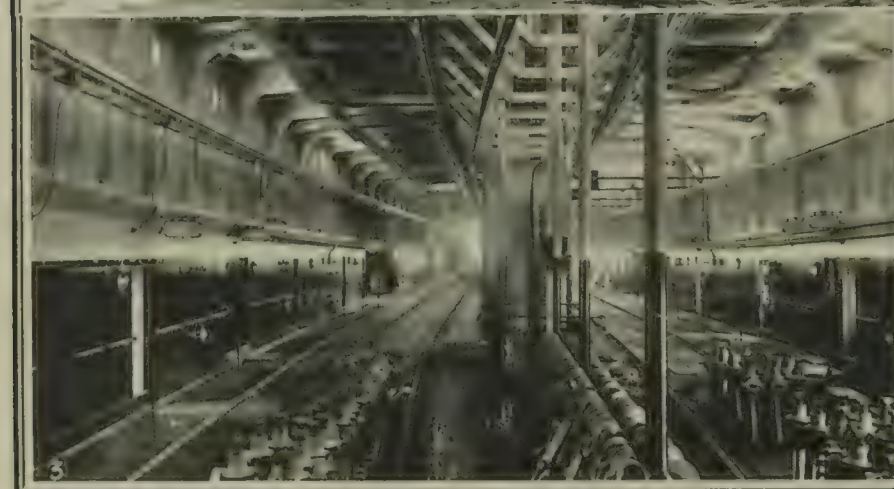
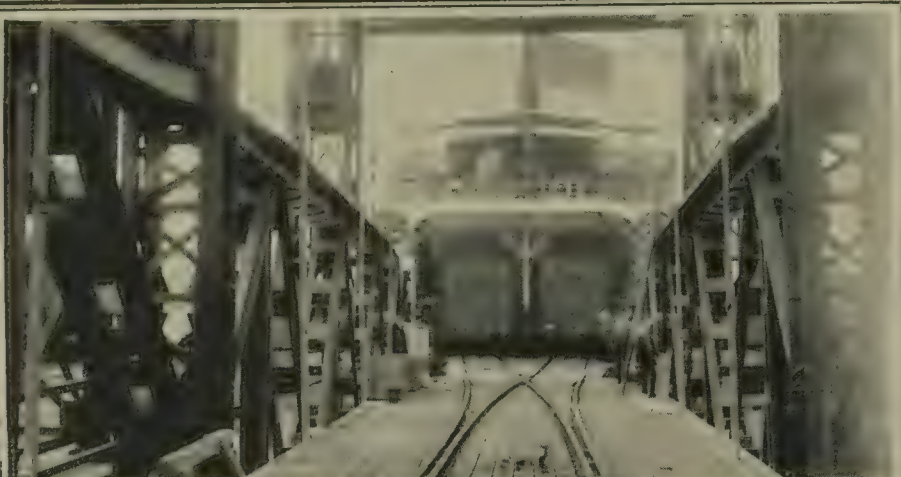
M. Blériot, in his famous monoplane, is seen flying over the Bordeaux Express on his record journey from Étampes to Orleans, a distance of twenty-five miles, which won for him the prize of the Aero Club of France for the best town-to-town flight. Since then, on Sunday last, M. Blériot easily won two races of one kilomètre and two kilomètres respectively against M. Paulham's biplane at Douai.



Photo, Bolak.

29½ MILES IN 52½ MINUTES BY BIPLANE: MR. C. H. CURTIS' RECORD FLIGHT IN AMERICA.

Mr. Clem. H. Curtis, with the smallest and lightest biplane in existence, has just succeeded in making the two longest flights accomplished in America this year. In our illustration he is seen flying low at forty miles an hour on the Hempstead Plain, Long Island. On his latest flight he flew 29½ miles in 52½ minutes. His biplane only weighs 550 lb., inclusive of the aviator.

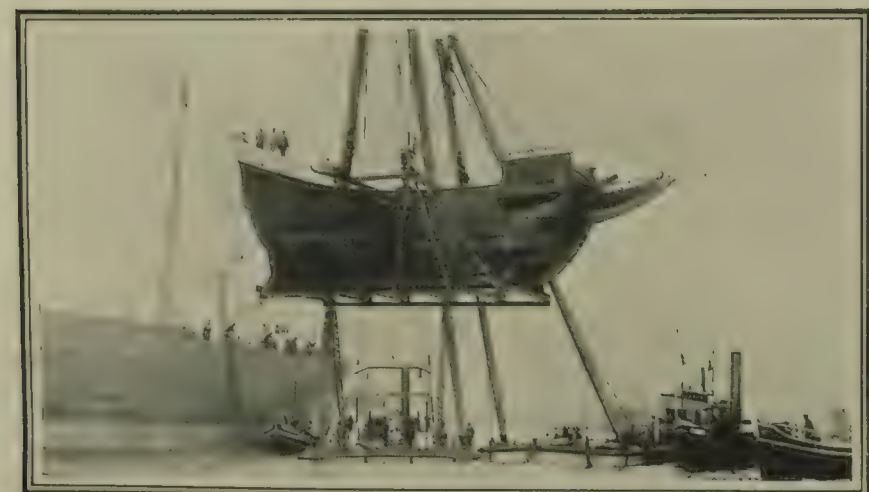


1. THE AFTER-END OF THE VESSEL, WHICH THE TRAIN ENTERS FROM A SPECIALLY CONSTRUCTED LANDING-STAGE.
3. INSIDE THE VESSEL: THE LINES UPON WHICH THE TRAIN RESTS.

2. COACHES ABOARD THE VESSEL.
4. RAILWAY BUFFERS ABOARD THE VESSEL—AND AN ANCHOR.

A SHIP THAT CARRIES TRAINS OVER SIXTY-FIVE MILES OF OPEN SEA: THE NEW TRAIN-FERRY.

A wonderful new German-Swedish train-ferry service, for the purpose of transporting railway trains over the sixty-five miles' stretch of Baltic Sea, has just been inaugurated between Sassnitz, in Germany, and Trelleborg, in Sweden. The strange ferry-boats are British made, the work of Messrs. Swan, Hunter, and Wigham-Richardson, of Newcastle-on-Tyne. The train enters the after-end of the ship from a specially constructed quay and landing-stage, and a complete train of eight coaches can be carried on board on two parallel lines and during shipment entire steadiness is obtained by the system of trimming tanks. The ferry is subdivided into an unusual number of water-tight compartments and is practically unsinkable.



Photo, L.E.A.

A VESSEL BEING TAKEN ABOARD A VESSEL: SHIPPING THE REPLICA OF THE "HALF MOON."

The "Half Moon"—a replica of the ship in which Henry Hudson attempted to discover a north-east passage in 1609—is here shown being taken on board a Dutch cruiser as deck cargo. The vessel is to be used in connection with the Hudson-Fulton Centenaries which are to take place in the autumn. So small was the "Half Moon" that it was impossible to stand between decks, and the crew had to squat when below. The men's quarters in the forecabin were only 4½ feet high.



Photo, Topical.

A CRAFT THAT SKIMS THE WATER AT THIRTY MILES AN HOUR: THE LATEST HYDROPLANE.

A whale-like hydroplane, not unlike an ordinary motor-boat in appearance, but which skims the water at the rate of thirty miles an hour, has just made its appearance on the Thames at Chiswick. The vessel is twenty-two feet long, and marks a great step in the practical development of the hydroplane. She has a flat bottom, with a horizontal plane under the forward keel to keep her steady, and is fitted with 50-h.p. petrol engines amidships. It is thought possible that her design may be found of value for torpedo-boat-destroyers.

REVEALED BY THE SEARCHLIGHTS: NIGHT ON THE PIER.

DRAWN BY OUR SPECIAL ARTIST, H. W. KOEKKOEK.



FRIENDS, NOT ENEMIES: SEARCHLIGHTS OF THE FLEET PLAYING ON THE CROWD.

THE BRAIN OF THE GREAT ARMADA IN THE THAMES.

DRAWN BY NORMAN WILKINSON, OUR SPECIAL ARTIST AT SOUTHEND.



THE FLAG-SHIP OF ADMIRAL SIR W. H. MAY: THE "DREADNOUGHT" LEADING THE SHIPS STEAMING UP TO ANCHORAGE AT SOUTHEND.

The "Dreadnought," from the facts that she is the flag-ship of Admiral Sir W. H. May, and that her name is so prominent in connection with the cry "We want eight" has aroused more interest amongst those visiting the fleet in the Thames than any other vessel. Her very position as representing the brain of the Armada made it necessary, however, to give her fewer "visiting hours" than other war-ships, with the result that many who would have delighted in an hour aboard her could not be gratified.

• AT THE SIGN OF ST. PAUL'S •



CAPTAIN MAHAN, OF THE U.S. NAVY.
Who has written "The Harvest Within."



LUCAS MALET,
Whose new book, "The Score," is published
by Mr. Murray.

ANDREW LANG ON TROUBLES AND TEMPERAMENTS.

THERE is no sorrow like my sorrow," someone says; but he did not know mine. On analysing his statement he would have found that he merely meant *this*: "I don't feel any other person's sorrow nearly so much as I feel my own."

But my case is quite different. Really, no man is so unlucky. Last week I went a-fishing with a lady; her presence merely added to my misfortunes the impure passions of envy and jealousy and dislike of a most amiable personage.

There were plenty of trout—whoppers, and some were feeding; but the wind blew down-stream, so that one could not get the fly over them. The casting-line now tied itself into knots more than Gordian; now found and stuck in a crevice in the heel of my old boot; now cracked off in the middle and vanished, with the fly, into thin air; now caught in the luxurious herbage and broke off short. Naturally, I came home *bredouille*, troutless, for the fish that did rise never got hold of the hook, while it got hold of every other accessible object in the sensible universe.

Meanwhile, so bad was my luck, my companion, who always has plenty of it, captured four brace of trout, and one swallow, which was

"they are a very fair people, and seldom speak well of each other."



PRISCILLA CRAVEN (MRS. W. TEIGNMOUTH SHORE),
Whose novel, "A Lighted Candle," is to be published by
Mr. Alston Rivers.

The artist, in fact, has his own way of seeing life and rendering it, and he

cannot find satisfaction in the way of other artists. It is a blessed thing to be destitute, like Scott, of the artistic temperament; like Burns, to prefer Fergusson's poems to his own. Shelley did not prefer Keats's to his, nor Keats, Shelley's to his own. They both thought that the other man wrote too much and too fast, or was too eager to rush into print.

Like my poetic countrymen, I have none of these jealousies, but I do conceive that other anthropologists, historians, Homeric students, and spook-hunters have much to learn. Here comes in my bad luck. I wrote in winter an enormous article, to show these other men how the thing should be done. It was much too long and too dull—*effusus labor*. So I rewrote it, and accumulated a quantity of German learned notes. Would anyone who never fished with me believe it, the whole mass of manuscript vanished clean away!

Frenzied research in bureaux, drawers, boxes, and other receptacles discovered many things, but not my lost learning.

Like Palissy the Potter, I persevered. I wrote the whole thing again, with plenty of new lights and new quips. Then I rewrote most of it, and put it



MR. WARWICK DEEPING,
Whose new novel, "Red Saint," is meeting with
considerable popularity.

together in a drawer. Next day I revised it. It was sheer nonsense, for many pages in half-a-dozen places had mysteriously disappeared, and had to be rewritten. It was a case of Palissy over again.

In the case of other literary gents these misfortunes are due to gross carelessness and absence of mind. But in my case it is clear that there is a conspiracy against me. Strangers write to me complaining that they are victims of a conspiracy of what they call Black Hypnotists, who drive them frantic by sending disagreeable visions and derisive telepathic messages from a distance. I have hitherto advised these sufferers to consult a respectable physician. But now I daresay that they are in the right.

Some odious rivals in the anthropological, or early religious, or historical way have set the fairies at me, who carry off my fly-hooks, books, papers, and all that I have.

Next day I shall find them (not the fly-hooks, though) spread out on my study table, "a-winking and blinking at me." Or the odious rivals have sent me a "negative hallucination," not to see what is under my eyes. They treated Sir Walter Scott in the same way; he often complains of it in his Journal. "Waverley" itself disappeared for seven years, and then turned up in a drawer of his writing-table.



BEAUTY AND THE BOOK-COVER: THE CHARMING COLOURED DRAWING THAT APPEARS
ON MR. ERNEST OLDMEADOW'S "ANTONIO."

DRAWN BY FRANK HAVILAND; REPRODUCED BY COURTESY OF THE PUBLISHER, MR. GRANT RICHARDS.



MR. EDEN PHILLPOTTS,
Whose "Fun of the Fair" has appeared in Mr. Murray's
Short Novels by Great Writers Series.

not in the least injured. As if this would not have maddened the patient patriarch Job, I lost the cover of my rod, and a volume of "The Author's Favourite Edition" of the Waverley Novels, thereby spoiling the set. The cover was discovered by my companion, after I had left in grief—her luck is unparalleled—but who will restore to me "The Highland Widow"?

Mr. Swinburne thought very highly of this rather long short story, and I wished to give it another chance, for it never entertained me greatly.

Mr. Swinburne also thought most nobly of Dickens, and once pitched into me in the *Quarterly Review* for seeing too many spots on that glorious sun of England, a focus of light, warmth, and mirth.

But Mr. George Meredith, according to Mr. Clodd, thought but meanly of Dickens, and especially of Mr. Pickwick. This fault ought to have been concealed; not to adore Mr. Pickwick is no sign of a good heart and head. When Father Faber, on his deathbed, was told that his end was not so near as he supposed, he said, "Then bring me 'Pickwick'!"—the greatest compliment ever paid to a profane author, and a noble testimony to the serene faith and hope of the speaker.

If Mr. Meredith did not think very highly of his rivals—nay, his masters—in the art of fiction, he did not differ much from most novelists;

THEIR GRACES: THE LEADERS OF BRITISH SOCIETY.

DRAWN BY OUR SPECIAL ARTIST, G. C. WILMSHURST.



NO. X. THE DUCHESS OF RUTLAND.

The Duchess was M^{rs}ion Margaret Violet, second daughter of Colonel the Hon. Charles H. Lindsay, and her marriage took place in November 1882. The Duke was born in April 1852, and succeeded his father in 1906. Their Graces have four children—a son, the Marquess of Granby, and three daughters: Lady Victoria Marjorie Harriet Manners, Lady Violet Katherine Manners, and Lady Diana Olivia Winifred Maud Manners.

SCIENCE AND

THE DISCOVERY OF -
- THE PENDULUM -

Photo. Elliott and Fry.

GREAT MEN OF SCIENCE.—No. LXXVI.
SIR DONALD MACALISTER,

Principal and Vice-Chancellor of Glasgow University, Fellow of St. John's College, Cambridge, Medical Council Visitor, Universities of Glasgow and Aberdeen.

SCIENCE
JOTTINGS.THE EVOLUTION OF THE
ENGLISH WOMAN.

PEOPLE who prate of the "eternal feminine" usually concern themselves with the everyday life and doings of the fair sex, and in many cases devote their energies to an exposition of the foibles and frivolities which are believed to constitute no

small part of the constitution of the "lesser man." But M. David Staars in a recent book, "The English Woman" (Smith, Elder), has approached the fascinating study from a purely scientific standpoint—a fact which determined my own appreciation of his work, and one which should commend it to all students of psychology, viewed more especially from the standpoint of evolution. M. Staars has had the advantage of the services of a most competent translator, Miss J. M. E. Brownlow, and the sub-title of his book informs us that it consists of studies in "the psychic evolution" of the English woman. One might have been prepared by the title-page alone for a somewhat novel treatment of a very interesting subject, and personally, I can add my testimony to any expression of opinion which may regard M. Staars' work as one certain to interest thoughtful readers of both sexes.

M. Staars takes a very comprehensive view of his subject at the outset of his deliberations. He seeks to show where the psychic development and the mental evolution of woman intervene in the great cosmical scheme and order of life's expansions. Man is the latest product of the slow, progressive evolution of the primitive cell, which cell remains to-day before our eyes, equally in the commencement of the career of the highest forms of animal life and in the permanent state and condition of the lowest animalcules. But evolution's story comprises much more than the mere perfecting of organs and bodily belongings. It includes the development of the powers and functions of brain and nerve, of the governmental side of life, of the higher intellectual faculties with which the display of emotions and feelings is inseparably bound up and connected. Humanity, sooner or later in its developments, forms and outlines its ideals,

and one of these ideals is to be found in the wider appreciation of scientific work and research, and in the application of such investigation to "the material and moral progress of humanity." In this work M. Staars sees the part to be played, as indeed it is now being undertaken, by the English woman. His words are, that "the

ideal a reality, and has obtained results." On this basis, M. Staars inquires whether the methods woman has used in the attainment of her ideals may not furnish us with indications of the means which man might use to solve, at least in part, one of the serious problems that confront him. The English woman is viewed as a creature who considers individual progress as of limitless nature, and adequately to carry out her work in the advancement of the race, it is argued she represents in herself a striking evolution of psychic force. According to M. Staars, the English woman, as a factor in national progress, will win her way through her mental ability. The non-militant party among the women who demand votes will appreciate M. Staars' views to the full. According to him, there is little or nothing to be expected from Amazonian tactics on the part of womankind.

Photo. Elliott and Fry.

GREAT MEN OF SCIENCE.—No. LXXVII.
PROFESSOR ISAAC BAYLEY BALFOUR,
King's Botanist in Scotland, Regius Keeper of the Royal Botanic Gardens, Edinburgh, and Professor of Botany at the University of Edinburgh.GALILEO WATCHING -
- THE SWINGING LAMP -
- IN PISA CATHEDRAL -THE WHEEL-CENTRE, SHOWING THE
SPIRAL SPRINGS.THE "PANFLEX": THE CHANNEL-RIM
INSIDE WHICH THE SPIRAL-SPRING FEET
"WALK," SHOWING THE SOLID TYRE.AN ATTEMPT TO SUPPLANT
THE PNEUMATIC TYRE FOR
MOTOR VEHICLES: THE NEW
"PANFLEX" SPRING WHEEL.

SPRING MEMBER.

English woman has realised the necessity for the moral and intellectual progress of the individual; she has endeavoured to make her

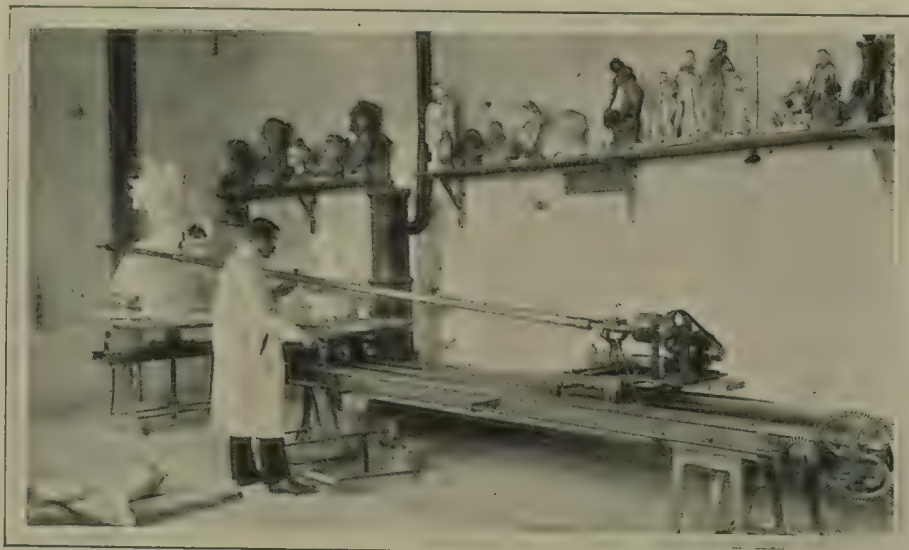
A WHEEL, SHOWING THE ACTION OF
THE SPRINGS UNDER THE WEIGHT OF
A VEHICLE.

history of English education and social movements, and to note the part woman has played therein. Woman accords, says M. Staars, "to personal affections and to intrinsic psychic nobility of character" a high importance. Thereby it follows that the English woman has been able to influence largely, if silently, the course and trend of social evolution. This is the main theme of the book. If I am correct in supposing M. Staars to be of French nationality, it is noteworthy that such a work, so analytical in its method, should represent the product of a foreign pen. The cynic may suggest the preparation of a companion volume on opposite phases of the life of the English woman, or, rather, of a section of English women whose aims are anything but those the author applauds. His views of the influence of women in politics have a present-day interest: "They always support reforms tending to improve character. They will advance temperance, and support only those Parliamentary candidates whose private life appears to be honest."

ANDREW WILSON.

THE "PANFLEX" SPRING WHEEL: A DAIMLER FITTED WITH THE NEW WHEELS INVENTED
BY THE HON. R. C. PARSONS.

The "Panflex" Spring Wheel is fitted with spiral springs—which, as the name implies, are flexible in every direction—and consists of a steel channel-rim, attached to the circumference of which is a solid rubber tyre. To the wheel-centre are rigidly attached a number of spiral steel springs, and to the outer extremities of these metal caps are securely fixed, in which are embedded rubber strips for bearing against the bottom and sides of the channel-rim. The wheel-centre and the channel-rim are not connected in any way. The action of the wheel may be described as the walking of the spiral spring feet inside the outer rim with special reference to No. 3, it should be said that it shows a "Panflex" wheel with the weight of the vehicle resting upon it—the springs in the lower portion being compressed, while the caps in the upper portion do not touch the circumference.

A REVOLUTION IN THE ART OF SCULPTURE: MAKING AN ENLARGEMENT FROM
A SMALL MODEL BY MACHINERY.

By this ingenious invention, which is worked by electric power, one of the greatest difficulties of the sculptor and the architect has at last been solved. Hitherto it has been possible to make a mechanical reproduction of a model the same size as the original or smaller, but never in a larger size. But by this machine an exact facsimile can be made of any branch of the sculptor's art as much larger in comparison with the original as the creator desires. What this means in the saving of time, labour, expense, and the minimising of accidents to the original study can be easily understood. But the point that will appeal most to the sculptor and architect working at present under the colossal difficulties inseparable from the limited space available in large cities is that in future his studio may be as small as his purse, his artistic soul, or the architectural limitations of the district dictate.

AN "ABSOLUTELY CORRECT" REVOLUTION: IN CAPTURED TEHERAN.



1. THE IMPERIAL BANK OF PERSIA, WHICH, OCCUPYING PART OF THE EASTERN SIDE OF GUN SQUARE, THE SCENE OF MUCH RECENT FIGHTING, WAS STRUCK BY SEVERAL SHELLS.
2. MAHOMED ALI, SHAH OF PERSIA, WHO SIGNIFIED HIS ABDICATION BY TAKING REFUGE IN THE RUSSIAN SUMMER LEGATION AT ZARGANDEH.

3. GUN SQUARE: THE SCENE OF MUCH OF THE FIGHTING.
4. COLONEL LIAKHOFF, THE RUSSIAN OFFICER WHO COMMANDED THE EX-SHAH'S PERSIAN BODYGUARD, AND WAS ASKED TO POLICE TEHERAN FOR THE NEW SHAH'S SUPPORTERS.

5. SULTAN AHMED MIRZA, NEW SHAH OF PERSIA, UNDER THE REGENCY OF AZAD UL MULK.
6. THE EX-SHAH AND MEMBERS OF HIS SUITE.
7. THE PARADE GROUND.
8. THE PAINTED GATE OF THE PARADE GROUND.

After an exciting fortnight of diplomatic note-exchanging intermingled with some fighting of the skirmishing order, the Persian capital has at last been entered by a combined force of Nationalists and the Bakhtiari. The Shah's Cossack bodyguard were eventually penned up in their barracks in the Maidan-i-Makhtsh, and after some fighting at close quarters surrendered, with their commandant, Colonel Liakhoff, to the Nationalists. This was, however, owing to their having received from the Nationalists an intimation that "as the Constitutional Government have need of well-organised troops, the Cossacks will serve under the Constitutional Government, receiving the usual pay"! A Gilbertian state of affairs, which could hardly have occurred anywhere outside Persia. The Crown Prince, Ahmed Mirza, who has been proclaimed Shah, is the second son of Mahomet Ali Shah, the eldest son not being eligible as heir-apparent because his mother is not a Kajar Princess. The Regent, Azad Ul Mulk, is the head of the Kajar family, who took possession of the crown of Persia after the civil war which ended in 1794. It was thought at one time that Teheran might be dangerous for Europeans, but it was soon seen, as the "Telegraph" puts it, that the behaviour of the revolutionaries was absolutely correct.

LITERATURE



HEADS OF FAMOUS PUBLISHING HOUSES.—No. IX.: MR. ARTHUR STURGEON,

General Manager of Messrs. Cassell and Co.
Photograph by Haines.



HEADS OF FAMOUS PUBLISHING HOUSES.—No. X.: MR. ALFRED PITMAN,

Chairman of Sir Isaac Pitman and Sons.
Photograph by Lambert and Lambert

-LORNA DOONE-

"An Egyptian Oasis."

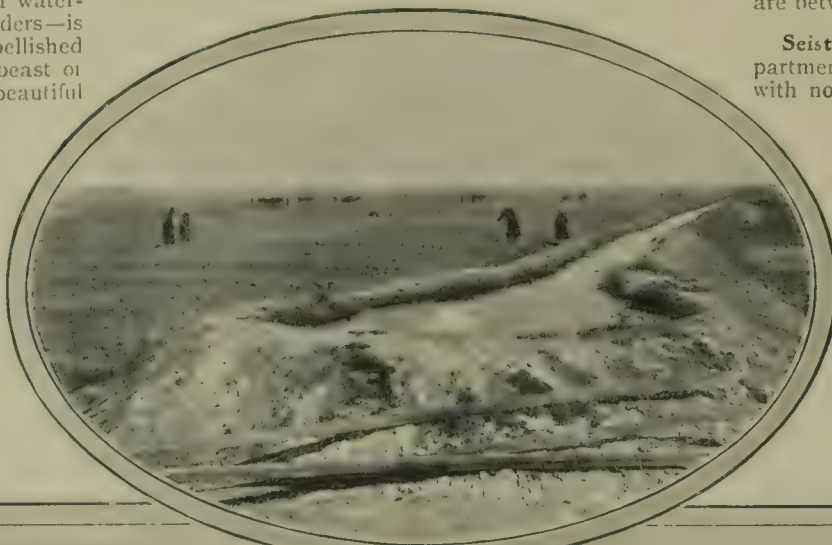
This book ("An Egyptian Oasis," John Murray) will

prove of fascinating interest to all those who know, or long to know, "the Garden of Allah." The author, Mr. H. J. Llewellyn Beadnell, is President of the Geological Survey of Egypt, and he here attempts to give an account of the Oasis of Kharga, in the Libyan Desert, with special reference to its history, physical geography, and water-supply. The British child—and sometimes his elders—is apt to figure an oasis as a small green spot embellished by trees, a spring of water, and maybe a wild beast or two. Very different from this are the curious and beautiful inhabited depressions called by Herodotus "the Islands of the Blest." They are considerable in extent, and inhabited by a large population, and the Oasis of Kharga is the most interesting of them all. There is still to be seen the Temple of Hibis, and the extraordinary Early Christian necropolis, which dates from the fifth century. The author of this book conveys not only a great deal of actual information of high interest to the geologist and student of history, but he also realises the romance and mysterious attraction of this survival of not one but many civilisations. Undoubtedly one of the most remarkable chapters in the book is that entitled "The Contest

who had accompanied Dr. Longstaff on his earlier journey up the Milam valley in 1905, and Moritz Inderbinnen, of Zermatt, who in that year was with Mr. Douglas Freshfield and the author at Ruwenzori. The notable feat referred to was, of course, the ascent of Trisul, which was accomplished by Dr. Longstaff, with the Brocherels and Kharbir Thapa, a far-travelled Gurkha, on June 12, and gained for him the award of the Gill Memorial from the Geographical Society. Major Bruce and Mr Mumm, leaving him to explore Trisul further, made a move to Kashmir and the Khagan range, which is the

Alps—an apt and suggestive analogy in many ways, says Mr. Mumm, who, however, describes climbing in Kashmir as reminding him of a visit to such outlying ranges as the Glärnisch, while in scenery it is more Italian than Tyrolean. Mr. Mumm's volume is written with an engaging simplicity and humour, and the maps and the illustrations from photographs, of which there are between seventy and eighty, are of rare excellence.

Seistan. The members of the Indian Survey Department on occasion enjoy all the hardships of war with none of its glories, and the arduous work done by the Seistan Arbitration Commission under Sir Henry McMahon from 1903 to 1905 has met with little public recognition. But one of its staff, Mr. G. P. Tate, has now published a book on "The Frontiers of Baluchistan" (Witherby), which is full of interest not only to the geographer, the geologist, and the naturalist, but to all who can appreciate a modest description of life in a little-known corner of Asia. Mr. Tate's previous work on the Afghan Boundary Commission had introduced him to Seistan, and during the later survey he came to know the country thoroughly. Its edge has long been debatable land between Persia



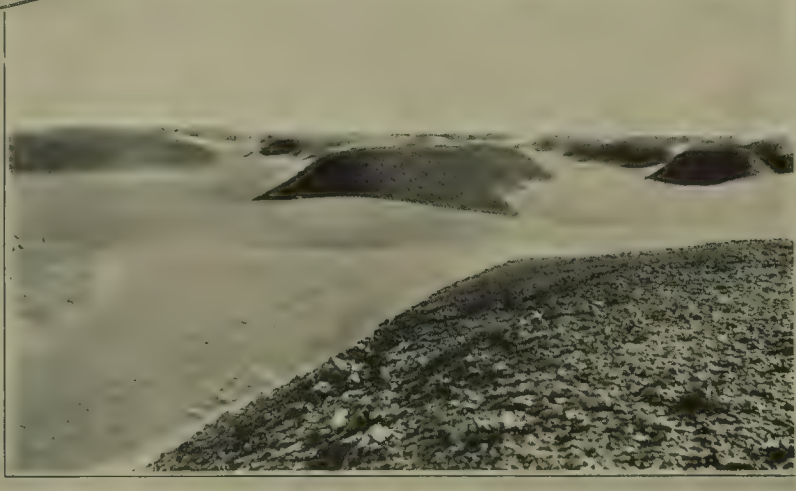
TAPPING THE DESERT FOR WATER: AN ARTESIAN WELL IN THE HOT AND ARID PLATEAUX OF THE LIBYAN DESERT.

"There is little doubt that the water-bearing beds underlie practically the whole of the Libyan Desert, though it is only on the floors of the depressions that they lie within accessible distance of the surface. . . . The essential conditions required to produce an Artesian basin, which, when tapped by borings, will produce self-flowing wells, are the presence of strata of sufficient porosity to carry water, enclosed above and below by beds of sufficient impermeability to prevent the escape of that water."

Illustrations from Mr. H. J. Llewellyn Beadnell's "An Egyptian Oasis," reproduced by courtesy of the publisher, Mr. John Murray.

MAKING THE DESERT TO BLOSSOM AS THE ROSE: LANDS UNDER RECLAMATION IN THE LIBYAN DESERT.

Descended from the ancient Libyans, the inhabitants of the Egyptian oasis, numbering over 30,000 souls, are quite distinct from the Fellahs and Bedawin of the Nile Valley. Isolated by arid and desolate wastes, these communities occupy quaint walled-in towns and villages tucked away among groves of palms interspersed with smiling gardens and fields of corn. Rain is almost unknown and rivers are non-existent, the trees and crops being irrigated by bubbling wells deriving their water from deep-seated sources.



THE STRENGTH OF THE WIND-CARRIED GRAINS: SAND EROSION ON THE SUMMIT OF JEBEL TARIF.

"The irresistibility of drift-sand is well seen where isolated hills lie in the path of the dunes. . . . When . . . a hill has northerly flanks of any considerable width, it will only form a temporary check to the southward passage of the sand. The progress of the latter may be arrested for a while . . . but eventually the sand will pass up along the lines of least resistance to the summit. This is beautifully illustrated at Jebel Tarif, the great isolated, flat-topped, hill-massif lying between Um-el-Dabadib and Kharga village."

between Man and Windborne Sand," for in it Mr. Llewellyn Beadnell tells the amazing story of the endless combat with Nature which has gone on at Kharga.

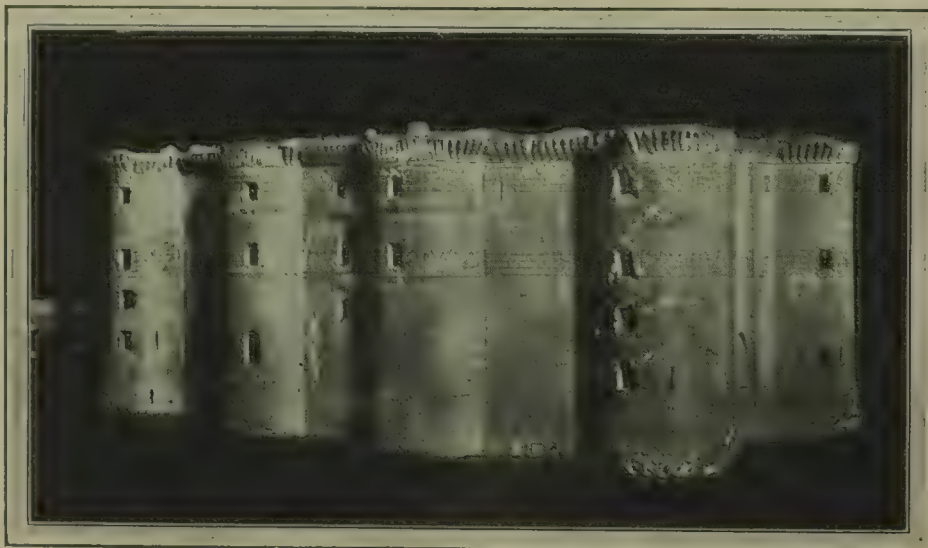
subject of the remaining chapters of the book. This region, as compared with that which they had left, is, according to Major Bruce, as the Western to the Eastern

and Afghanistan, and we have twice been asked to arbitrate. Persian Seistan is now recognised by Russia as within our sphere of influence. But neither

"Five Months in the Himalaya." With Mr. A. L. Mumm on the mountain travel described in his handsome volume, "Five Months in the Himalaya" (Arnold), were the Hon. C. G. Bruce and Dr. T. G. Longstaff, so that he was in distinguished exploring company, and, as it turned out, is able to record a notable feat. Originally, the party had designs on Mount Everest, and representations were made to the Secretary of State for India, in the hope that, as an ingenious friend of the author put it—

Mumm + (John Morley) = would = Mumm Everest

Leave to enter Tibetan territory was refused, however—any idea of approach through Nepal was out of the question—and attempt Kanchenjunga instead, as Lord Minto suggested, they had no mind to. An entirely new programme was substituted, therefore, with Garhwal as the objective. The expedition started from Almora on April 26, 1907. Besides the three explorers already mentioned, there were as guides the brothers Alexis and Henri Brocherel, of Courmayeur



MADE OF STONE THAT CAME FROM THE FAMOUS PRISON: A MODEL OF THE BASTILLE IN THE CARNAVALET MUSEUM.

the climate nor the country can be considered particularly attractive. It is a land of ruined forts, long vexed by brigands and adventurers, once an independent State of importance, now a poverty-stricken province. But it has its legends and its romance (the Seistan can give you an excellent reason why women should never be taught to write), and Mr. Tate aptly says that to stay in it was like living in a museum. The ordinary museum, however, is not subjected to a wind that blows for 120 days at an average rate of about eighty miles an hour, nor does its temperature jump about within a week or two from 113 degrees to freezing-point, nor is the visitor obliged to be constantly on the look-out for wolves that have contracted rabies (so the natives say) from eating dead larks. What a pity it is that the London gourmet cannot be induced to believe that a diet of lark-pie inevitably causes hydrophobia! Mr. Tate kept up his spirits amid these surroundings, made a series of admirable sketches (now reproduced), and knows how a book of travel should be written.

THE JUBILEE MEETING OF THE NATIONAL RIFLE ASSOCIATION AT BISLEY: SOME OF THE WINNERS.



1. THE SOUTHEIELDS TEAM,
Winners of the National Challenge Trophy for Rifle Clubs.
2. THE ENGLISH TEAM,
Winners of the Elcho Shield.
3. SHOOTING FOR THE ASHBURTON SHIELD.
4. THE RUGBY TEAM,
Winners of the Ashburton Shield for Public School Teams.
5. CORPORAL B. R. WOOD,
Of Tonbridge School, Winner of the Spencer Cup.

6. THE CANADIAN TEAM,
Winners of the Kolapore Trophy and of the Mackinnon Cup
(with a record score).
7. THE CITY RIFLE CLUB TEAM,
Winners of the "Spectator" Cup for Civilian Members
of Rifle Clubs.
8. COLONEL THE HON. T. F. FREMANTLE,
Who Won the Halford Memorial. He made a "Possible"
at 1000 Yards.

9. THE ST. MARY'S TEAM,
Winners of the United Hospitals Cup.
10. MAJOR S. A. PIXLEY,
The Winner of the Waldegrave, who made 29 Consecutive
"Bulls." He is the son of a Queen's Prize Winner of 1879.
11. THE CAMBRIDGE TEAM,
Who beat Oxford for the Humphry Challenge Cup.
12. MAJOR RANKEN,
Winner of the Albert Competition.

It was fitting that the fiftieth meeting of the National Rifle Association, and the twentieth at Bisley, should have been a record one both for entries and for scores, whilst another particularly gratifying feature of this year's meeting is the large number of teams from our over-seas dominions who not only entered for the competitions, but in many cases carried them off with conspicuous success. Indeed, nowadays, Bisley has become an affair of imperial importance, something quite different from the little meeting on Wimbledon Common in July 1860, when Queen Victoria fired the first shot. Then there were only seven competitions, with prizes worth £2238, and only a little more than a thousand entries. Nowadays there are over 50,000 entrants, and the prizes are worth nearly £50,000! It is a gratifying sign of the popularity which rifle-shooting as a pastime is obtaining amongst the young men of the present generation.

THE CHRONICLE OF THE CAR.

It will be more than interesting to have the comments of the Parliamentary representatives of the Royal Automobile Club on the Chancellor of the Exchequer's reply to the united deputation from the Coventry Chamber of Commerce and the Motor Union. In this reply Mr. Lloyd-George said that in the matter of motor taxation he had not proceeded without a good deal of consultation, but was nevertheless sorry he had not had an opportunity of taking counsel with the officials of the Motor Union. One is prompted to ask the underlying reasons for this omission, for surely the Motor Union he has had always with him, or at his elbow, that body being so ably represented by Mr. Joynson Hicks, M.P., while the representation of the Club itself was by inference, and by inference only. Then there is the case of the Society of Motor Manufacturers and Traders, who, so far as the industry is concerned—and, after all, it is the industry that will be most affected—are more representative of the automobile trade, and consequently of the thousands of wage-earners connected therewith, than all the other associations rolled into one. And as far as I know at the moment, this Society have not even been granted an interview, but have been asked to put their views into writing.

Mr. Lloyd George plainly said that he consulted the Automobile Club—was in constant consultation with them—and the proposals incorporated in the Act were those of gentlemen who were members of the Club. There were certain amendments which they wished to make as well, but in the main it was the advice received from them that induced him to put the proposals in this form. Induced him, mark you! So it is on record that

the suggestions of members of the Royal Automobile Club induced the Chancellor to levy threepence per gallon on petrol, already sufficiently expensive, and to frame that absurd scale of taxation per R.A.C. horsepower rating which, while it obliges a man to pay £4 4s. per annum for a 15-h.p. car, mulcts him in another two guineas if his engine runs out at 15.1 h.p. Clearly there was an absolute lack of consideration of such points as these, and an absolute disregard of the case of the man who motors on a small income, and who, after all, is to become the very backbone of the industry,

Internationales, an association of touring bodies representing no fewer than 400,000 members in this country and on the Continent—particularly on the Continent. The Ligne holds an annual congress, first in one country and then in another, and this year London was selected as the gathering-place. The Moto Union, being associated, seized the opportunity of extending considerable hospitality to the assembled delegates, which took the form of a banquet, and a tour per train and motor-car to Oxford, Leamington, Cheltenham, and Swansea. In all these places municipal

receptions were accorded, and the local automobilists joined in doing honour to the guests. In addition, many private motorists who dwelt on or near the routes traversed threw open their houses and entertained such of the party as travelled by road. The foreign visitors have expressed themselves as greatly gratified at their reception and entertainment.

"Unclean Counties" is the apt term by which the *Autocar* describes such unhappy provinces of this country as are shamed by police-traps. It is intended to formulate a list of such

counties, and to publish the same broadcast amongst motorists, in order that they may shun the plunder-country as far as possible. It is an excellent measure, for every day the money-spending tourist travels more and more by motor-car, and his abstention from police-infected districts will very soon be felt by the tradesmen of the locality. Let them follow the example of Leamington, who rose in her wrath when girdled by a ring of police-traps, set at the suggestion of outlying squirelets, and protested successfully at this cutting of the main of her prosperity. At the moment, I can only say, "Wheels off Merionethshire and all her seaside resorts!"



MOTOR-RACING ON PENDINE SANDS: A RACE SEEN FROM ONE OF THE HILLS.

Photo. Dixon.

if it is to remain. Let the Chancellor still take counsel of the Motor Union, which represents this class, abate the petrol tax, and fix the horse-power impost at so much per unit of horse-power, so avoiding the grotesque bounds of the Club taxation.

Speaking of the Motor Union in the matter of this taxation reminds me that this body has during the past week been concerned in the performance of what may very justly be termed a national duty. As the world hears but little of its greatest men, so equally does the good work of useful institutions pass unheeded by the crowd. Such an institution is the Ligne des Touristes

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When we commenced advertising CELLULAR CLOTHING 20 years ago very few persons understood the term as applied to UNDERWEAR.

TO-DAY

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IS A HOUSEHOLD WORD.

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ORIGINAL AERTEX CELLULAR,
ORIGINAL WEAVE, ORIGINAL QUALITY OF YARNS,
ORIGINAL HIGH STANDARD OF MANUFACTURE
and see they get it.

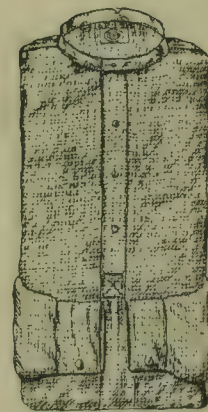
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Oxford, June, 1908.
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BATH.—Crook & Sons, 22, High St.
BEDFORD.—J. & A. Beagley, 5, High St.
BELFAST.—Anderson & McAuley, Ltd., Donegal Pl.
BISHOP AUCKLAND.—T. Gibson, 29, South Rd., E.
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BURTON-ON-TRENT.—E. Fitness, 171, High St.

CAMBRIDGE.—R. Taylor & Son, Basset Rd.
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CARDIFF.—E. Roberts, 30, Duke St.
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CHESTERFIELD.—H. J. Cook, High St.
CORK.—J. Hill & Son, 25, Grand Parade.
COVENTRY.—Hayward & Son, 17, Broadgate.
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DUBLIN.—F. G. Coldwell, 81, Grafton St.
DUNDEE.—J. M. Scott, 53, Reform St.
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GLASGOW.—Pettigrew & Stephens, Sauchiehall St.
HALIFAX.—Aked & Hey, 2, New Arcade, Old Market.
HASTINGS.—Lewis, Hyland & Co., 213, Queen's Rd.
HUDDERSFIELD.—W. H. Dawson, 22, New St.

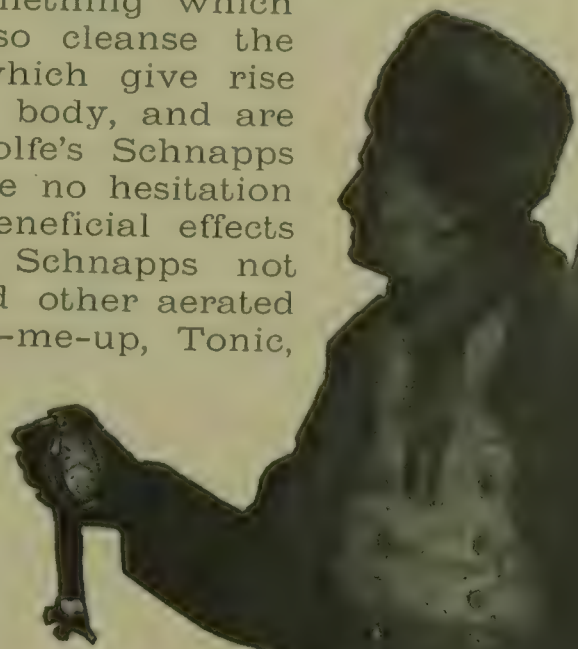
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STIRLING.—H. Gavin & Sons, 1, King St.
STOCKPORT.—W. C. Fleming, 10, Underbank.
STROUD.—W. H. Gillman, 3, King St.
SWANAGE.—Central Clothing Hall, Albion Buildings.
TAUNTON.—T. Harris, 7, North St.
TORQUAY.—L. Cozens, 15, Fleet St.
WARRINGTON.—J. & W. Dutton, 20, Sankey St.
WESTON-S.-MARE.—E. Hawkins & Co., 33, High St.
WOLVERHAMPTON.—A. Hall, Queen Square.
YORK.—Anderson & Sons, 33, Coney St.

What's the Time?
The Time for a Glass of
WOLFE'S
Aromatic Schiedam Schnapps.

When you drink Wolfe's Schnapps you are consuming the purest spirit you can possibly obtain—something which will not only refresh you, but will also cleanse the blood and system of those impurities which give rise to irregularities in certain organs of the body, and are productive of gout and rheumatism. Wolfe's Schnapps is the one stimulant which Doctors have no hesitation in prescribing because they know its beneficial effects upon the system generally. Wolfe's Schnapps not only combines happily with soda and other aerated waters, but is admirable as a Pick-me-up, Tonic, or Digestive.

The Sale of this excellent Cordial is World-Wide. In the British Colonies of Australia, New Zealand, and South Africa it is the most popular of all Alcoholic beverages. (The Sales in Australia alone in 1907 reached 1,473,096 bottles.) In North and South America, India, Cuba, and many other distant places it enjoys a long-established and growing consumption, and since its introduction in this country it has rapidly found favour and an ever-increasing demand.



Agents for the United Kingdom, East Indies, and Ceylon:

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(Who will send a Free Sample on receipt of visiting card.)

For AUSTRALASIA: M. Moss & Co., Sydney. For SOUTH AFRICA: Rolfes, Nebel & Co., Port Elizabeth, and E. K. Green & Co., Cape Town. For INDIA: C. F. Kellner & Co., Calcutta; Oakes & Co., Ltd., Madras. For MEXICO: M. Zapata, M. Merida, Yucatan. For CUBA: Michaelson & Prasse, Otrapia, 18, Havana. For ARGENTINE: J. F. Macadam & Co., Buenos Aires.

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LADIES' PAGE.

PRINCESS ALEXANDRA'S entrance into Society this season is a reminder of the flight of time, which is fast bringing their Majesties' grandchildren into the ranks of the "grown-ups." Prince Edward of Wales has had his fifteenth birthday, and his only sister, Princess Mary (as she is always called, though her earlier baptismal names are Victoria Alexandra Alice) will enter on her teens next year. This little Princess is remarkably like in looks to her mother at the same age. The only daughter of the Prince and Princess of Wales is being judiciously educated, and has been very little seen hitherto by the public, but now she is being prepared for the inevitable future publicity of her life by occasionally accompanying her mother to bazaars and the like. An important part of the education of all children, and especially of royal ones, consists in showing them actual objects which will bring home to them some of the facts of life and of history. Princess Mary was recently taken by her governess, with this end in view, to see the relics of John Wesley at his former residence in City Road; and subsequently a plaque by Flaxman, showing the delicate features of the great Evangelist, was offered to the young Princess, who was permitted by her mother, "waiving the general rule," to accept the gift. Wesley did a great work among the Cornish miners, and the sect that he founded is still very strong in the West Country, of which the Prince of Wales is also the titular Duke, and which their Royal Highnesses recently visited.

John and Charles Wesley's power as preachers is as interesting an illustration of the importance of heredity when both parents are gifted in a particular way as is the recent successful record of the son of two "Senior Classics," Mr. Butler, at Cambridge. Susannah Wesley, the mother of the Evangelists, was one of the first women to preach. Their father was a Church of England clergyman, and a good preacher, but during his prolonged absence from home on one occasion his curate's "barren ministrations" reduced the attendance at church to twenty or twenty-five; then the rector's wife set up simple evening services in her own kitchen, which was soon crowded out—"over two hundred were present, and yet many went away for want of room." The good lady herself felt some scruples: "Because of my sex, I doubt if it be proper for me to present the prayers of the people to God; but the people begged so earnestly that I durst not deny them." The curate complained to the absent rector, and all poor Mrs. Wesley's representations that "families who seldom went to church now go constantly," as the result of her persuasive preaching, and that the people "live in the greatest amity imaginable," and are "very much reformed in their behaviour on the Lord's Day," did not avail to save her from her husband's "positive command" to cease her teachings. But her son John was, no doubt, influenced by that experience to give the support that he did to women's



A LINEN CORSELET GOWN.

There is a vest of the same colour spotted with white, and white-cord embroidery finishes the bolero. Black-satin collar and cuffs. Straw hat with shaded plumes.

preaching; "Dinah Morris" was only a type of many Wesleyan women who preached with the sanction of the founder of the sect; and no doubt its progress was much aided thereby. All the modern religious developments that have succeeded in gaining great numbers of adherents have without exception admitted women to an active share in their propaganda and government; Wesleyanism, the Salvation Army, the Christian Science Church, and Theosophy, for example.

Lucky are the people who are preparing to spend a holiday in the beautiful scenery of Switzerland. The most convenient centre for many of the best expeditions, as well as in itself a delightful place, is Lucerne; and this town has the further attraction of possessing the most celebrated and most comfortable of all the Swiss hotels—the far-famed Schweizerhof. Situated facing the beautiful lake, provided with all that can minister to the comfort of visitors, and admirably managed by the proprietors in person, the Schweizerhof is an ideal place for a stay.

The "little finishes" to a country frock are very important to the effect. The turn-down "Peter Pan" collar is now greatly worn in place of collar-bands. It has conquered great favour, and with cuffs to match certainly gives a charming effect of freshness and youth. The sets are best carried out in soft muslin, embroidered in colours to match the frock, or all in white. The edges are often scalloped and worked round in buttonhole stitch in white or tinted cotton or filoselle, or a small frill of lace edges both collars and cuffs. When the neck is very long and thin a turn-down collar is not advantageous to the appearance; but this difficulty is met by tying a piece of white tulle round the throat above the "Peter Pan" collar, fixing it down with a few small pins inside the dress. A layer of tulle round the throat is scarcely observed, but obviates a "scraggy" look completely.

The wide scarves cannot be called a novelty this season, but only now are they being generally adopted. Some are embroidered most charmingly, others are fringed—sometimes with beads intermingled with the silk fringe, and sometimes with gold threads amidst others of silk and cord. The Queen has insured the adoption of this graceful fashion by patronising it herself, and it is quite safe to buy a scarf in the sales to put by for next summer if there is not adequate opportunity for using it in the coming weeks. Very handsome scarves are made of rows of gathered chiffon interspersed with bands of ostrich feather. Others are of gathered chiffon spangled all over with tiny silver or gold paillettes or beads. The newest pattern scarves have a piece attached near the centre to tie across the chest with something of a fichu effect, the scarf proper just lying loosely upon the shoulders with the long ends falling over the arm, and reaching to the knees, or lower. These, half-mantle and half-scarf, are offered in firm materials—Shantung and soft satin, for instance—as well as in chiffon and Ninon-de-soie, and the like.

FILOMENA.

Music for the Summer

MUSIC is one of the great summer-time needs, perhaps the greatest. It fills the gaps in the round of pleasures and adds gaiety to all occasions. Those who are fortunate enough to have summer quarters ought to be independent of outside musical attractions. To be able to give *your own* concert in *your own* home, to make up your own programmes, to hold an informal dance without relying on outside musicians, such is the ideal condition.

THE PIANOLA PIANO

makes all this, and more, possible. This is the piano which everyone can play. This is the piano with the Metrostyle and Themodist.

For full particulars of styles and prices, and terms of payment, write for Catalogue "H."



Why the Orchestrelle Company can fully Warrant the Pianola Piano.

In buying a Pianola Piano the purchaser not only secures exclusive patents and thorough workmanship, but he has the additional advantage of dealing with the actual manufacturers of the Pianola, the Weber and Steck Pianos. Made throughout in its own factories, the Orchestrelle Company can thus, through its own direct knowledge and control, fully guarantee its product.

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‘Life is the great Schoolmaster and Experience the Mighty Volume.’

‘It is only through woe that we are taught to reflect, and we gather the Honey of Wisdom not from flowers but THORNS.’—Lord Lytton.

THE JEWELS OF OUR EMPIRE.

‘The Youth of a Nation are the Trustees of Posterity, for a Nation Lives in its Children.’

WHAT IS A LIBERAL EDUCATION? A KNOWLEDGE OF THE GREAT AND FUNDAMENTAL TRUTHS OF NATURE.

‘That man, I think, has had a liberal education who has been so trained in youth that his body is the ready servant of his will, and does with ease and pleasure all the work that, as a mechanism, it is capable of; whose intellect is a clear, cold, logic engine, with all its parts of equal strength and in smooth working order; ready, like a steam-engine, to be turned to any kind of work, and spin the gossamers as well as forge the anchors of the mind; whose mind is stored with a knowledge of the **Great and Fundamental Truths of Nature**. . . . Whose passions are trained to come to heel by a vigorous will, the servant of a tender conscience, who has learned to love all beauty, whether of Nature or of Art, to hate all vileness, and to respect others as himself. Such an one and no other, I conceive, has had a liberal education, for he is in harmony with Nature. He will make the best of her and she of him.’—Huxley.

‘WHO ARE THE HAPPY, WHO ARE THE FREE? YOU TELL ME AND I’LL TELL THEE.

*Those who have tongues that never lie,
Truth on the lip, truth in the eye,*

*To Friend or to Foe,
To all above and to all below;*

THESE ARE THE HAPPY, THESE ARE THE FREE; SO MAY IT BE WITH THEE AND ME.’

‘KNOWLEDGE IS PROUD THAT HE HAS LEARNED SO MUCH. WISDOM IS HUMBLE THAT HE KNOWS NO MORE.’—Cowper.



Cornelia, daughter of Scipio Africanus, and Mother of the Gracchi, being desired by a Lady who had been showing her fine Jewels to indulge her with a sight of hers, Cornelia presented her children, saying she looked on them as her Jewels; having educated them with hygienic care for the Service of their Country.

‘As Health is such a blessing, and the very source of all pleasure, it may be worth the pains to discover the region where it grows, the spring that feeds it, the customs and methods by which it is best cultivated and preserved.’—Sir W. Temple.

‘WE ARE AS OLD AS OUR ARTERIES.’—Virchow.

‘The cause of Old Age is the accumulation of waste matters in the body. Under the influence of these poisons nutrition is impaired, the ordinary functions of life are disturbed, and the arteries, as well as other tissues, take on degenerative changes, and result in a calcareous condition. The smaller branches of the arteries shrivel up, thus interfering with the circulation of the blood through the organs of digestion and the heart itself, and the mental and physical feebleness of old age supervenes. . . . It is the disturbance of the nutritive processes that results from the over-accumulations of tissue poisons.’—KELLOGG.

‘To every Natural Evil the Author of Nature has kindly Prepared an Antidote.’—Rush.

The human body has unfortunately a power of auto-intoxication, *i.e.*, of poisoning itself unless certain deleterious products are quickly removed from the alimentary system. There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality than

ENO'S ‘FRUIT SALT.’

‘It is not too much to say that its merits have been published, tested, and approved literally from pole to pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.’

Where Eno’s ‘Fruit Salt’ has been taken in the earliest stages of a disease, it has, in innumerable instances, prevented a Serious Illness. Its effect upon any Disordered, Sleepless, or Feverish Condition is simply Marvellous. It is, in fact, Nature’s Own Remedy, and an Unsurpassed One.

CAUTION.—Examine the capsule and see that it is marked ENO’S ‘FRUIT’ SALT. Otherwise you have the sincerest form of flattery—IMITATION.

RAILWAY HOLIDAY ARRANGEMENTS.

FOR Goodwood, Brighton, and Lewes races, the arrangements of the London Brighton and South Coast Railway Company, including the running of special trains during the Sussex fortnight, commencing July 27, are now being announced as completed. Special trains will leave Victoria each day as follows: To Singleton at 8.40 a.m. (third class), to Drayton and Chichester at 8.55 a.m. (first and second class), and 9.55 a.m. (first class). The attention of the public is specially drawn to the earlier departure of the return special trains from Chichester, Drayton, and Singleton.

The London and North-Western Railway Company announce a very complete list of excursions until the end of September. Amongst the number are cheap bookings on Friday nights, July 30 and Aug. 6, and every subsequent Friday, to North Wales and the Cambrian line, and these tickets will also be issued for a special train leaving Euston at 8.45 on Saturday mornings from Aug. 14. Scotland has been well provided for by bookings every Friday night, and on Saturday mornings from July 31 to Sept. 4 excursion tickets will be obtainable to Edinburgh and Glasgow by the 11.30 a.m. corridor express. To Dublin, Galway, Killarney, Cork, and other stations in the South of Ireland the facilities are in operation on Friday nights, and on Thursday nights to Belfast, Greenore, Londonderry, etc. There are special trips to the Lake District, Liverpool, Manchester, Blackpool, the Isle of Man, and numerous other holiday resorts, whilst those Londoners wishing to visit friends in the Birmingham and Wolverhampton districts are catered for by excursions on Saturday and Sunday nights, July 31 and Aug. 1.

"Harvest Your Health" is the title given to an attractive poster just issued by the Great Central Railway Company. The phrase is a topical one, inasmuch as everyone contemplates the harvesting of their health by spending the holiday period at one of the many seaside resorts which abound in our island home. The bracing breezes of the North-East and North-West Coasts of England possess a great attraction for the Londoner. The traveller from the Metropolitan area will find all he requires in the A B C Excursion Programme published by this enterprising company.

Tickets at reduced fares available for eight days will be issued to Brussels on July 28, 29, 30, 31, and Aug. 2, and to Zurich, via Harwich and Antwerp. Dining and breakfast-cars are run between London and Parkeston Quay, Harwich, on the Antwerp service. Passengers leaving London in the evening reach Brussels next morning after a comfortable night's rest on board the steamer. For visiting The Hague, Scheveningen (the Dutch Brighton), and Amsterdam for the dead cities of the Zuyder Zee, special facilities are offered via the Great Eastern Railway Company's British Royal Mail Harwich-Hook of Holland route.

The races and other attractions during the Trouville season will doubtless induce many to travel thither for the August holiday, and every facility for so doing is afforded by the London and South Western Railway

Company, who announce special cheap bookings from Waterloo, via Southampton, with option of first or second class passage on steamer, to Havre, St. Malo, Cherbourg, Trouville, Rouen, Etretat, and other parts of Normandy and Brittany. There will be additional sailings from and to Southampton for the holiday.

The Midland Railway Company's August Bank Holiday Programme for the guidance of holiday-seekers consists of some forty pages containing a wealth of information prepared in a simple form. An intending passenger can see at a glance the great variety of holiday resorts reached by the Midland line, the period for which tickets are available, the times of the trains, fares, routes, etc. The bookings are from St. Pancras Station, but facilities are also given from suburban stations, including Woolwich and Greenwich, to upwards of 500 places in the Midland Counties, Peak of Derbyshire, Yorkshire, Lancashire, Lake District, North of England, Scotland, Ireland, and the Isle of Man; and the tickets are available for varying periods up to seventeen days. Among the special attractions will be a daylight excursion to Edinburgh and Glasgow on Saturday, July 31, for eight or sixteen days, the train being composed of corridor carriages with restaurant cars. This excursion will run every Saturday until September 4.

Special excursion tickets will be issued to Paris, via Folkestone and Boulogne, by the services leaving Charing Cross at 10 a.m. and 2.20 p.m. on July 29 and 30 and Aug. 1, and at 10 a.m. and 2.50 p.m. on Saturday, July 31. They will also be issued by the Night Mail service, leaving Charing Cross at 9 p.m. and Cannon Street at 9.5 p.m. each evening from July 29 to Aug. 1 inclusive, via Dover and Calais; returning from Paris at 8.20 a.m. or 2.30 p.m. via Boulogne, or at 9.15 p.m. via Calais, any day within fourteen days. A cheap excursion to Boulogne will leave Charing Cross at 2.50 p.m. on Saturday, July 31, returning at 12 noon or 6.30 p.m. on Bank Holiday. Cheap return tickets, available for eight days, will be issued at Charing Cross from July 28 to Aug. 2, inclusive, available by the 10 a.m. and 2.20 p.m. services. Similar tickets will also be issued to Calais by the 9 a.m. and 9 p.m. services. On Sunday and Monday, Aug. 1 and 2, special day excursions will be run to Boulogne and Calais. Cheap tickets to Brussels by the Calais, Boulogne, and Ostend routes will be issued from July 28 to Aug. 2 inclusive, available for eight days.

The Great Northern Railway Company's August holiday excursion arrangements afford opportunities for all classes of holiday-makers, and cover every description of resort, from the sweeping sands of Cromer, Sheringham, Mundesley, Skegness, etc., and the fashionable inland watering-places of Woodhall Spa and Harrogate, to the beautiful stretch of Yorkshire coast-line where is situated Scarborough, Bridlington, and Whitby, with its lovely moors behind, whilst in close proximity to the majority of these places there are fine golf-links. Scotland is also fully provided for. On Friday, July 30, excursions for all periods up to seventeen days are being run to Edinburgh, Glasgow, and Aberdeen, and all parts of Scotland, a special feature being the provision of up-

to-date corridor carriages with attendants, who will serve refreshments *en route*; also on Saturday, 31st, for three, six, or eight days, to Cromer, Sheringham, and other stations on the Norfolk coast; Lincoln, Grimsby, and other Lincolnshire stations; Leeds, Bradford, Sheffield, and other Yorkshire stations; Nottingham, Derby, Burton, etc.; and excursions for three, eight, ten, fifteen, or seventeen days to stations along the East Coast, to Lancashire and to the Isle of Man.

A handsome illustrated pamphlet on touring places and health resorts has been published by the Paris, Lyons and Mediterranean Railway. It gives in a few pages an exact idea of the varied resources of the P. L. M. system: Savoy, Dauphiny, Jura, Burgundy, Auvergne, Cevennes, the Rhône valley, the Riviera, and such places of world repute as Vichy, Aix-les-Bains, Chatel-Guyon, Royat, Evian-les-Bains, and the Roman towns of Provence. Beautiful maps add to the charm of the booklet, obtainable on application to the P. L. M. offices, 179, Piccadilly, W.

The Great Western Railway Company will, commencing on the 16th inst., run a special through coach for Falmouth on the Cornish Riviera Limited Express, leaving Paddington 10.30 a.m., and on the corresponding up train leaving Falmouth at 10.15 a.m., commencing on the 17th inst.

Necessitous ladies who are in need of a holiday are apt to be overlooked by charitable people. Mrs. Beer-bohm, of 48, Upper Berkeley Street, W., writes: "Very earnestly do I ask of rich women at this time that they will hold out the hand of kindness to their less fortunate sisters. The plea is made on behalf of governesses out of work, secretaries, musicians, typewriters, nurses, and ladies engaged in other professions, who are unable to afford a holiday, and yet to whom the good of one would be incalculable. I plead, then, for those too proud to plead for themselves, and more particularly for the discouraged and failing in health from overwork. Any contributions will be thankfully received and gratefully distributed by me if sent to the above address."

Oat crops this year have sustained much damage, according to information received by the Board of Agriculture and Fisheries, through the depredations of the stem-eelworm and the frit-fly. The Board desire to inform farmers that copies of leaflets on the subjects may be obtained gratis and post free from the Secretary, Board of Agriculture and Fisheries, 4, Whitehall Place, London, S.W. Letters so addressed need not be stamped.

Canon Allen Edwards, of All Saints' Vicarage, South Lambeth, S.W., is arranging to take two thousand South London children to Herne Bay to-day. He has already taken one thousand of them last Monday to Ashted Woods, and five hundred others for a happy day in the country nearer home. Those who are about to enjoy long holidays themselves, and who will realise what even one day's escape from slumdom must mean to these poor children, may be glad to contribute to the expenses of this excellent scheme, and even the smallest subscription will be welcome.



ELLIMAN'S EMBROCATION

ROYAL FOR ANIMALS 1/- 2/- 3/6 UNIVERSAL FOR HUMAN USE 1/2 & 2/9

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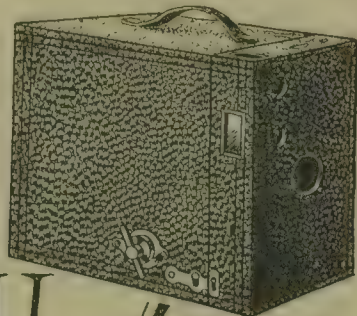
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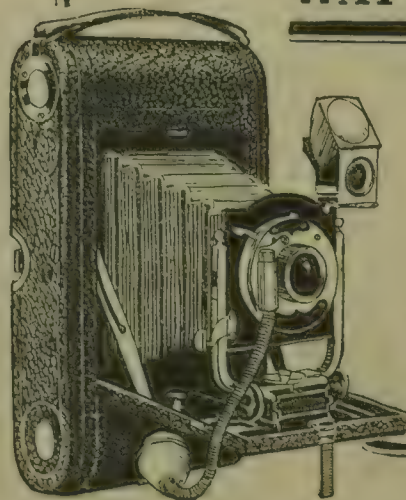
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FRESH AIR FOR THE CHILDREN.

To the Editor of *The Illustrated London News*.

SIR,—May I venture to bring once again before your readers the needs and claims of the Fresh Air Fund? For some sixteen years I have regularly made this appeal to the kind-hearted and the charitable, and on no occasion has it met with anything but a quick, a warm, and a generous response. This year I have had to seek your assistance a little earlier than usual—not because I fear that the Fresh Air Fund will not receive in 1909 all the donations it requires, but because the long-drawn-out winter just ended has been a peculiarly trying period for the poor in our slums. They have been, as we know, beset this time by three exceptionally heavy burdens—lack of work, severe weather, and outbreaks of influenza; and I realise that, if we wish to adequately help the unhappy and neglected little waifs who have shared their privations, the Fresh Air Fund must expedite its organisation and begin its labours at the earliest possible date.

As, no doubt, you are aware, the Fresh Air Fund knows no distinction of place or creed. Wherever slums exist in the big cities in the British Isles, it pursues the same peaceful mission of charity and helpfulness—taking sick or miserable little children bodily away from the dark, teeming courts and alleys in which they ordinarily live, and giving them a day's or a fortnight's change and enjoyment in some health-giving village, or within sight and sound of the sea.

This fortnight's holiday was only inaugurated last season, but it met with so prompt and so hearty a support that we were able to give 3045 of the weakest and most wretched of the waifs that came into our hands fourteen days' complete change and rest, while the children who went away for a day numbered 235,290—figures that enabled the Fund to beat its own records. And this year, in view of the recent distress, we should like to help at least 300,000 waifs.

There are no expenses of any kind or sort connected with the Fresh Air Fund. All of these are borne by the newspapers and periodicals with which I am connected, and by the Ragged School Union, whose secretary, Sir John Kirk, has been of inestimable help to the building-up of the F.A.F. For example—if you send the Hon. Secretary, at 104, Shoe Lane, London, E.C., the small sum of ninepence, you can rely absolutely upon the fact that a slum child will have a whole day in the country, with plenty of good food and



IN SHAKESPEARE'S COUNTRY:
CHARLECOTE, FROM THE GARDEN.

games, as a direct result. If you remit ten shillings, the effect will be equally certain. A weak or ailing child will be sent away for a whole fortnight. In a word—the larger the subscriptions the greater the numbers of children that will be relieved. A donation of £8 2s. means that a "Name Day" will be allotted to you—under any name that you may choose to select—and a special party of 200 children, with the necessary attendants, will be arranged and despatched from the slums in your honour. No stronger appeal could be made to your readers on behalf of the F.A.F. than the simple statement that parents who have lost little children of their own have found this a very touching way of perpetuating the memories of their little ones; and this feature is also most popular with our soldiers and sailors, so that now the names of many regiments and ships in his Majesty's service are used for "Name Days," and in connection with them Fresh Air Fund collections are arranged by officers and men regularly year by year. Since it was started in 1892 it has, simply by the help of these plain, straightforward appeals in the public Press, benefited a total of over two million waifs. At the same time, I do venture to add that, if only your readers would think for a moment on the truly terrible conditions that face children in our slums, would

realise how much these "fresh air" holidays really mean to these unwanted, untended, unhappy little outcasts, I feel sure that many of them would sit down promptly and would forward a subscription to the address I have given. I can assure them with perfect honesty that the gratitude of these waifs for all such generosity is deep and boundless.

I am, Sir, your obedient Servant,
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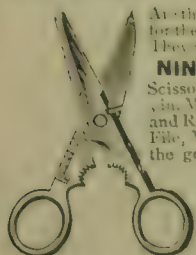
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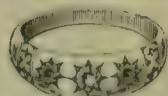
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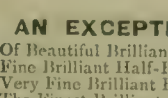
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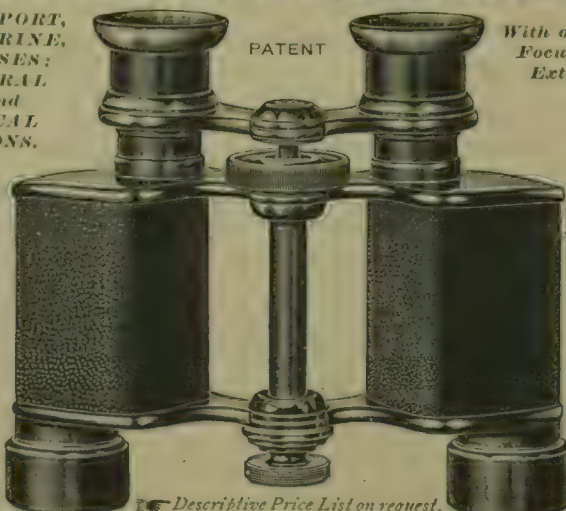
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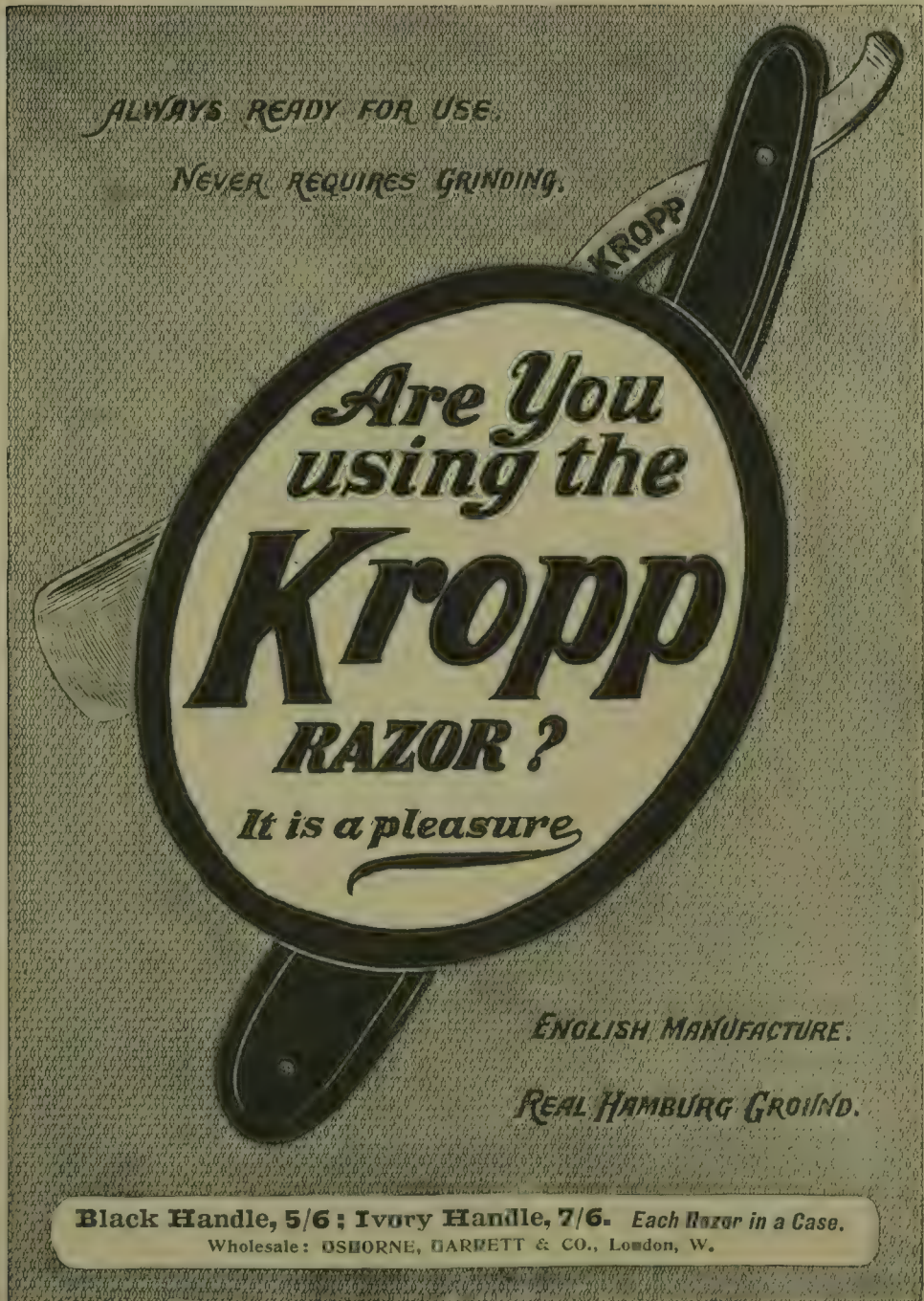
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THE PLAYHOUSES.

CLOSING OF THE SEASON AT HIS MAJESTY'S.

THE season at His Majesty's closed last Saturday night with a performance of "The School for Scandal," for which Sir Herbert Tree has been privileged this summer to secure so memorable a cast. According to his custom, the actor-manager made a speech to his audience at the end of the evening, in the course of which, after briefly touching on his Shakespearean Festival, he paid some pretty compliments to the more distinguished of the artists who had supported him in his Sheridan revival—to Mr. Henry Neville, Mr. Edward Terry, Mr. Hermann Vezin, and Mr. Lionel Brough among the veterans, and to Miss Marie Löhr and Mr. Loraine among the younger players. Sir Herbert Tree also alluded sympathetically to new managements of the future, such as those of Mr. H. B. Irving and Mr. Herbert Trench, and had a humorous reference to Mr. Frohman's Napoleonic energy. Speaking of his own new ventures, Sir Herbert promised for Sept. 7 a production of M. Brieux's drama, "La Foi," prepared for the English stage by Mr. J. B. Fagan, and he has also in preparation, he declared, a new play from the pen of Mr. Huntly McCarthy. In conclusion, the leader of our stage spoke feelingly of the special reasons he had for looking back on the past season with pleasure, and thanked his friends and the public generally for their manifestations of their regard.

"HENRY OF NAVARRE," AT THE NEW THEATRE.

In a year that for theatrical-managers generally has brought none too good luck, "Henry of Navarre" stands out as one of the few dramas that have been unmistakably successful. By no means a wonderful piece of work, even of its own pseudo-romantic class, false as to its history, conventional in its characterisation, audacious in its employment of familiar clichés and stage-tricks, it is nevertheless a breezy and spirited melodrama, with trappings that are picturesque, and action in plenty. And these qualities are just those which appeal to the more or less unsophisticated playgoer, who loves to see romance in high circles and to believe that kings and queens love and make love just like ordinary mortals. Moreover, the play, as interpreted by Mr. Fred Terry and Miss Julia Neilson, is acted in that broad, sweeping style usually associated with romantic drama. As she has played in this piece for more than six months without a break, Miss Neilson proposes taking a holiday shortly; but the play, which has already registered its two hundredth performance, will still be kept in the bill, Miss Miriam Lewes taking up the part of Marguerite de Valois.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

G STILLINGFLEET JOHNSON.—Much obliged for problem. It shall appear as requested.

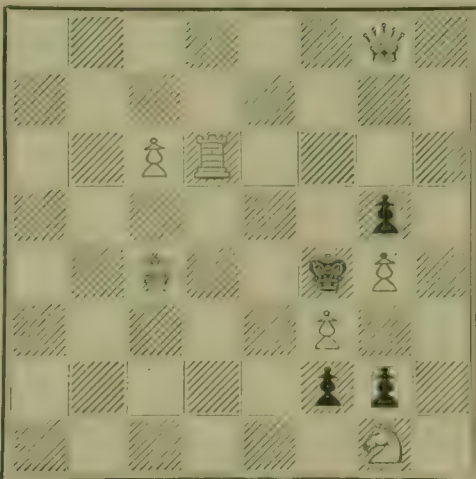
G L. RUTTER.—We have examined the position, and regret to say it is too easy for our purpose.

CORRECT SOLUTIONS OF PROBLEM No. 3394 received from C A M (Penang) and F J (Trinidad); of No. 3395 from A Singha (Calcutta) and C Barretto (Madrid); of No. 3397 from Henry A Seller (Denver). C Field junior (Athol, Mass.), C Barretto, and F Grant (New York); of No. 3398 from J B Camara (Madeira), T Roberts (Hackney), L Harris-Liston, and Captain J A Challice (Great Yarmouth); of No. 3399 from Ernst Mauer (Berlin), C Leathwaite (Grimsby), Captain J A Challice, A W Hamilton-Gell (Exeter), London McAlam (Southsea), and G L Rutter.

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MUSIC.

A GLANCE at the programme of the Promenade Concerts shows that the chief features of past seasons are being preserved. The greater part of the Monday nights will be given to Wagner's music, while Beethoven will figure prominently on the Friday evening programmes, all the nine Symphonies being set down for performance, though the choral section of the Ninth must needs be omitted. Richard Strauss seems to have fallen from his high estate. The "Don Juan," "Tod und Verklärung," and "Till Eulenspiegel" are each down for a single performance, and with them the lovers of the great German master must needs be content. On the other hand, that rather dull genius, Sibelius, is receiving quite a considerable measure of attention. We use the term genius because of the assurances that have been received on the composer's behalf; the qualifying adjective is chosen after careful attention to such work as "Finlandia," "Ein Saga," "Karelia," and other compositions, which do not seem to contain many of the germs of permanence.

Carefully considered, the programmes arranged for the Promenade Concert season are excellent. Many of the greatest composers are represented by their best work, there are few concessions to what is so quaintly styled "popular taste." The soloists include many artists of proved ability, and the performances given by the Queen's Hall Orchestra, under the direction of Mr. Henry Wood, are bound to be representative of the best British tradition, though we may hope that the conductor will refrain from the temptation to be too explanatory and that he will treat his audience as one that has heard good music before and does not require the points of familiar compositions to be emphasised. London is growing up, and not only Mr. Wood, but Richter, Nikisch, Mlynarski, Safonoff, and others have helped to make us familiar with most of the great work to be given at the Queen's Hall.

The season of Sunday concerts at the Albert Hall ended in June. The London Symphony players were directed by some of our leading conductors, and the soloists included many of the best players and singers. Of prodigies, the supply was at least equal to the demand, and he must indeed be hypercritical who can find fault with a series of concerts that robbed London of no small part of the reproach of Sunday dullness. It might be suggested that certain hackneyed solo works of the stock type might be omitted in future. There is an unfortunate tendency among our young soloists to learn some showpieces by heart, and to inflict them in and out of season upon a long-suffering public. If, for example, concerti by Max Bruch and Liszt could be banished from our concert-halls would anybody regret their absence?

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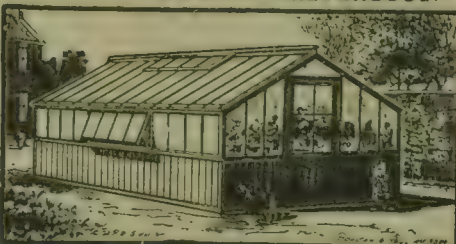
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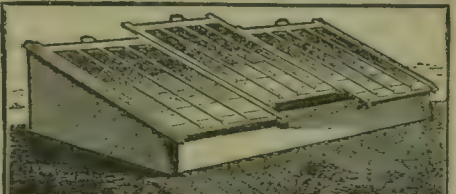
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WILLS AND BEQUESTS.

THE will of Jan. 11, 1908, with two codicils, of **SIR DANIEL COOPER, BART.**, of 40, Grosvenor Square, and Warren Tower, Newmarket, who died on Jan. 13, has been proved, and the value of the real and personal estate sworn at £123,863. Sir Daniel gives to his widow, Dame Harriet Cooper, £4000, his horses, not blood stock, carriages, and motor-cars, and during widowhood £2000 a year, in addition to £2000 a year she will receive from her marriage settlement; to the Jockey Club a painting of Tregonwell Frampton; to the Australian Jockey Club a painting of the racehorse Fisherman; in trust for each of his daughters, Dorothy and Hilda, £50,000; to his trainer George Blackwell, and stud groom £500 each; and for distribution among his servants £1000. In default of male issue the residue of his estate goes to his two daughters.

The will and codicil of **MR. JOHN WILLIAM DAY**, of Parkholme, Park Road, Harrogate, are now proved, the value of the property in the United Kingdom being £132,564. He gives to his wife £500, all furniture, horses, carriages, and motor-cars, and during widowhood £2500 a year, or an annuity of £1500 should

Stanley Crosland £500; to the Harrogate Infirmary £100; to the Huddersfield Infirmary and the Huddersfield Tradesmen Benevolent Institution £1000 each; and to his cousins Albert Victor Day and Thomas Horton Day, the residue in equal shares.

The will and codicil of **MR. FREDERICK WILLIAM BENTLEY**, of Reinwood, Lindley, Huddersfield, stock-broker, who died on May 9, is now proved, the value of the property being £174,882. The testator gives to his wife during widowhood the use of his residence and furniture, and should the income from the settlements made by him in her favour not amount to £1800 a year, it is to be made up to that sum; to his son Wilfrid his share and interest in his partnership business; to his mother an annuity of £120, and on her decease £104 a year to his sister Mary Eliza; to his brother an annuity of £100; and to Charles Hall £100. Subject to the interest of Mrs. Bentley he gives the Reinwood estate to his son Wilfrid, and the residue in trust for his children, the share of a son to be double that of a daughter.

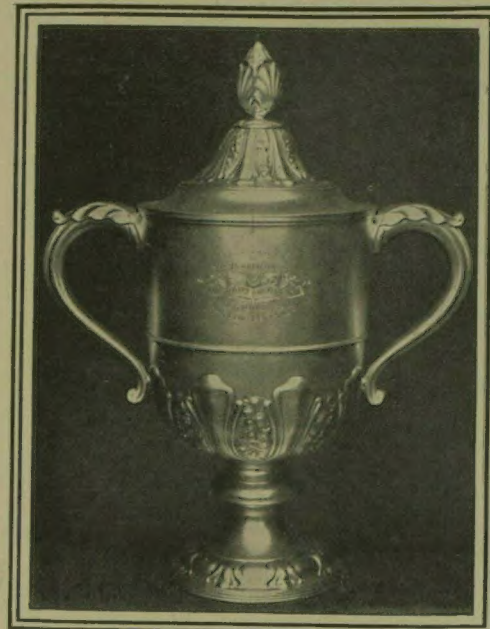
The will and three codicils of **MR. TREHAWKE KEKEWICH**, of Peamore, Devon, who died on April 22, have been proved by his sons Trehawke Herbert Kekewich and Major-General Robert George Kekewich, C.B., the value of the estate being £155,365. In addition to the settlement made in favour of his younger children, he gives his ordinary shares in Guest, Keen, and Nettlefold to his son Robert George; £4000 to his son Lewis Pendarves; £4000 each to his daughters Alice Agatha Carr and Julia Frances Kekewich; and £2000 to his daughter Mildred Salome Flint. The testator gives the income from his debentures and preference shares in Guest, Keen, and Nettlefold to his wife; £100 each to Colonel Peard, Mrs. Peard, and Helen Peard; £100 each to his servants Sarah Hodge and Charles Green; £3000 in trust for his granddaughters Charlotte Ellen and Stella Mary; and the residue to his son Trehawke Herbert.

The following important wills have now been proved—

Mr. James Mills, The Grange, West Kirby, Chester	£80,495
Mr. John Couper, West Dene, Perth Road Dundee	£54,853
Rev. Joseph Mason Austen, Edinburgh Mansions, Howick Place, Westminster	£39,418
Mr. John Percy, 105, Deansgate, and 5, St. Mary Gate, Manchester	£34,525
Sir Edward Laurence, The Grange, St. Mildreds Hamlet, Liverpool	£32,443
Mr. Isaac Sowden, Cecil Avenue, Horton Park, Bradford	£29,111

ECCLESIASTICAL NOTES.

THE Vicar of Croydon, the Rev. L. H. Burrows, has been consecrated as Bishop-Suffragan of Lewes, in the diocese of Chichester. The ceremony took place in Croydon Parish Church, where Dr. Burrows has ministered with so much acceptance. Dr. Burrows is the third Vicar in succession who has been called to the Episcopate.



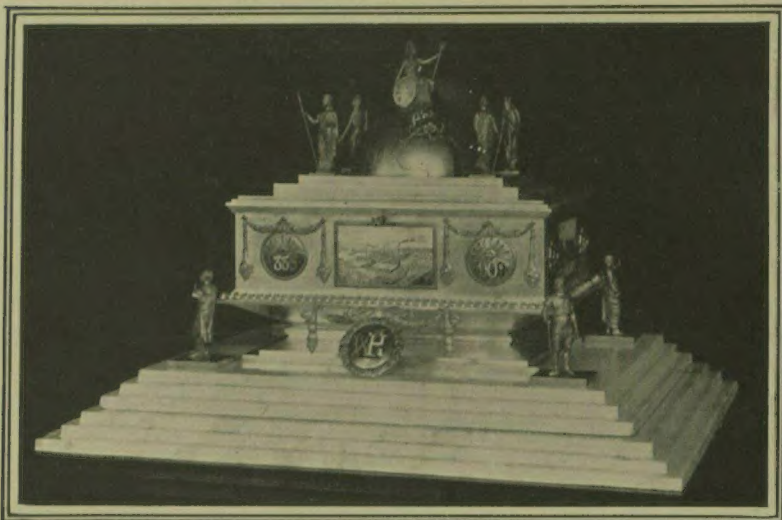
PROMINENT AMONG THE BISLEY PRIZES: THE "DAILY TELEGRAPH" CUP.

This trophy, the order for which was entrusted to Messrs. J. W. Benson, Ltd., of Ludgate Hill, stands over thirty inches high and measures twenty inches across the handles.

Canon Henn, the new Bishop of Burnley, was consecrated in York Minster by the Archbishop on the fifth Sunday after Trinity. Mrs. Marshall Lang, the Archbishop's mother, was among the congregation. The preacher was the Bishop of Wakefield, who said that although there has been a wide revival of the office of Bishop-Suffragan, "we have not yet reached the modest twelve sees which Gregory assigned to the northern province with a population many times smaller than now."

Mr. Alfred Lyttelton, M.P., in making a presentation to the retiring Head of Cambridge House, Camberwell, the Rev. W. J. Conybeare, warmly praised the work of the University Settlements. "They have sweetened the feeling between rich and poor, and have had not a little to do with the great awakening of feeling in regard to housing, sweated labour, the Poor Law, and other kindred subjects." Mr. Conybeare is now entering on an important sphere as Rector of Newington.

Canon Savage, late Vicar of Halifax, has been installed as Dean of Lichfield. The Mayor and Corporation of Lichfield attended in state, and there was a large congregation. The Bishop of Lichfield officiated.—V.



PRESENTED TO MR. W. H. LEVER.

This large casket, designed to contain the address presented to Mr. W. H. Lever on the occasion of his coming-of-age, is in the form adopted in the Cinquecento period of Italian art, the body being broad oblong in shape and diminishing towards the foot, which follows the reverse lines of inclination. It was made at the Royal Works, Norfolk Street, Sheffield, by Messrs. Mappin and Webb, who, it will be remembered, are also to be found at 158, Oxford Street, W., 2, Queen Victoria Street, E.C., and 220, Regent Street, W.

she again marry; to his cousin Joshua Jubb Day, £5000; to his cousins Sarah Priscilla North and Emily Armitage £1000 each; to his godchild Meriel

Sir Edward Laurence, The Grange, St. Mildreds Hamlet, Liverpool

Mr. Isaac Sowden, Cecil Avenue, Horton Park, Bradford

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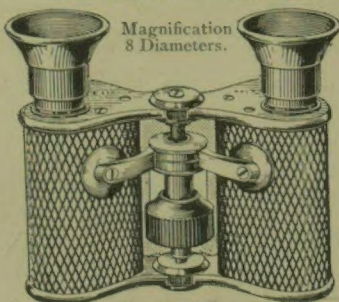
These series of Pens neither scratch nor spurt. They glide over the roughest paper with the ease of a soft lead pencil. Assorted Sample Boxes, 6d., to be obtained from all Stationers. If out of stock, send 7 stamps to the Works, BIRMINGHAM.

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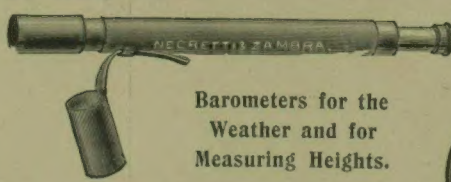
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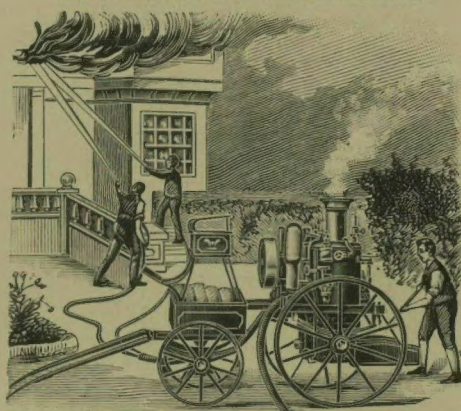
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DANCING THAT HOLDS SOCIETY CAPTIVE.

DRAWN BY OUR SPECIAL ARTIST, J. SIMONT.



OF THE RUSSIAN IMPERIAL BALLET: DANCERS WHO ARE DELIGHTING LONDON.

The Russian dancers have taken London by storm—just as they took Paris by storm when they first appeared there some months ago. Nothing quite like them has ever before been seen in this country, and all Society is flocking to the Coliseum to see and discuss this latest dancing sensation. The dancers are all members of the Russian Imperial Ballet, and hold diplomas of the first degree from the imperial schools of dancing. They are said to be the most costly combination of dancers in the world.

THE DRESSMAKERS' SPIES: STEALING THE FASHIONS.

DRAWN BY RENÉ LELONG.



HUNTING THE NEW MODELS: THE UNDERHAND NOTING OF THE LATEST FASHIONS IN PARIS.

It has long been generally known that certain big dressmakers whose creations have made them famous the world over take exceptional precautions with a view to keeping their new models secret until those models appear in public. For this reason, among others, few, if any, of the great dressmakers would dream of putting one of their latest gowns in the window, knowing full well that if they did so the employée of the small dressmaker would

most certainly come along, armed with a note-book, and take the idea. Once the dresses are worn in public it is impossible, of course, to prevent the depredations of these spies; hence the fact that many of them are to be seen at the fashionable race-meetings and other Society functions in France, noting everything that is worth noting for later use, helping to spread (and so kill) the new modes.

IN KING BLADUD'S "MARIENBAD": BATH'S PAGEANT.



1. MR. H. LAMBERT AS THE MARQUESS OF BATH.
2. MR. ALFRED THOMPSON AS KING EDGAR.

3. MRS. BEDFORD AS QUEEN ELIZABETH.
4. MISS HAYES AS A COURT LADY.
5. MISS HAYES AS A LADY-IN-WAITING.
6. MISS BLACKSTONE AS A ROMAN LADY.

7. THE FOUR QUEENS OF THE PAGEANT.
8. "RUSONIA AVENNA," A ROMAN LADY.
9. MISS U. LEIGH IN THE BATH MINUET.
10. MISS MOGER IN THE BATH MINUET.

11. THE REV. HYLTON STEWART AS OSWALD, ARCHBISHOP OF YORK.
12. MISS NORTON THOMPSON AS PRINCESS ELIZABETH.
13. COLONEL CLAYTON AS GODRIC THE THANE.

Bath, so tradition has it, was founded by King Bladud, to whom it was a place of "cure," as Marienbad is a place of "cure" to our own King. To leave a mythical character, it is certain that Bath has prospered since the days of the Romans, who knew it as Aquæ Solis (Waters of the Sun). The Pageant began on Monday last, and is to come to an end to-day (the 24th).

PHOTOGRAPHS BY LAMBERT AND LAMBERT.